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Environmental Impact Analysis Process



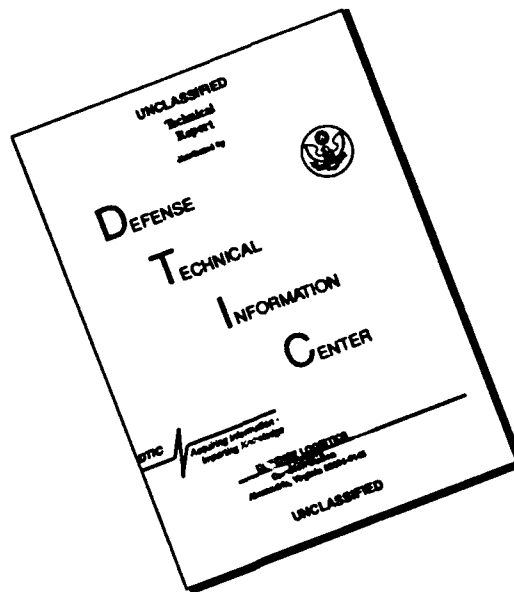
Final Environmental Impact Statement
Winnersville Weapons Range
Lanier and Lowndes Counties, Georgia
November 1985

DEPARTMENT OF THE AIR FORCE
TACTICAL AIR COMMAND

90 08 17 198

This Final Draft Environmental Impact Statement was prepared by Oak Ridge National Laboratory for the U.S. Air Force under Project Order DEV-84-06. Oak Ridge National Laboratory is operated by Martin Marietta Energy Systems, Inc., for the U.S. Department of Energy under Contract No. DE-AC05-84OR21400

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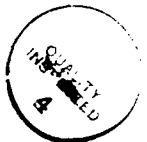


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COVER SHEET

- (a) Responsible Agency: U.S. Air Force
- (b) Proposed Action: Establishment of an air-to-surface weapons range adjacent to the east side of Moody Air Force Base, Georgia. The primary user of the range would be the 347 Tactical Fighter Wing which is based at Moody.
- (c) Responsible Individual: Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665
Phone: (804) 764-4430
- (d) Designation: Final Environmental Impact Statement (FEIS)
- (e) Abstract: This statement assesses the environmental impacts expected to result from construction and operation of the proposed Winnersville Range. The no-action alternative of not proceeding with establishment of the range is also considered. Salient impacts of range development would result from clearing vegetation on the 450-acre target area near the center of the Grand Bay/Banks Lake wetlands complex. The principal impacts of operation would result from increased noise levels in the vicinity of the 5900-acre range. The state has determined that the proposal is consistent with state plans and programs. The Department of the Interior (DOI) opposed use of the range due to noise impacts on Banks Lake National Wildlife Refuge (NWR) and asked for Air Force coordination with them. Such coordination will occur before any decisions are made. The Air Force does not believe that there are any overriding environmental factors that would render the proposed action unacceptable.
- (f) Released to the public November 1, 1985.

Accompanied For	
NEPA	<input checked="" type="checkbox"/>
FEIS	<input type="checkbox"/>
Environmental	<input type="checkbox"/>
Statement	
For	
Distribution/	
Military Codes	
Serial/or	
Serial	
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SUMMARY

Introduction

An air-to-surface weapons range is proposed for a tract of land (approximately 5900 acres) adjacent to Moody Air Force Base and currently under the jurisdiction of the U.S. Forest Service. The mission of the proposed Winnersville Range would be to provide training in air-to-surface weapon deliveries for the primary user, the 347 Tactical Fighter Wing (TFW), based at Moody, and other Department of Defense users. The 347 TFW currently uses ranges 85 to 150 nautical miles from the base on an "as available" basis. The purpose of this proposal is to take advantage of a unique opportunity to acquire the land at no cost and develop a range that, because of its proximity to Moody, would conserve resources and be more cost-effective and efficient.

The site of the proposed Winnersville Range lies near the center of the Grand Bay/Banks Lake wetlands complex, primarily in Lanier County, Georgia, immediately east of Moody. A range plan for the proposed range has been developed by the Air Force in accordance with Air Force Regulation 50-46 and other applicable guidance. This plan, developed and maintained by 347 TFW and others, will guide the operation and support activities at Winnersville Range. Development of a range at this location would require construction of a 600 x 700-ft strafe pit, a bomb target on a mound of sand 600 ft in diameter, two 50-ft high observation towers, and a small support building and parking lot. Most of the 450-acre target area would be clear-cut to allow an unobstructed line of sight from the towers to the strafe pit and bomb target. The construction effort would take place over a period of about 9 months at a projected cost of less than \$1 million.

Public Review

The Draft Environmental Impact Statement (DEIS) for this proposal was issued on July 19, 1985, with publication of the Notice of Availability in the Federal Register. The public review and comment period ended on September 3, 1985. During the review period, public comments on the DEIS were solicited. Written comments were submitted to Headquarters Tactical Air Command at Langley Air Force Base, Virginia. Verbal comments were received at the public hearing held in Lakeland, Georgia, August 15, 1985. The predominant concern voiced during the public comment period was about the noise that would be generated by range operation. Other issues identified included alternative sites, airspace restrictions, air traffic safety, impacts to Banks Lake National Wildlife Refuge (NWR), and public hunting on the range.

The Air Force's response to these comments consists of individual responses to the comments and questions. In addition, an errata sheet provides factual corrections to the DEIS. Since changes in response to the comments are minor, the final EIS will consist of the DEIS, the

comments, the responses, the corrections to the DEIS, and this Summary. This Summary is similar to the one in the DEIS, but it has been revised slightly to reflect the public comment process.

Environmental Impacts

No significant environmental impacts are expected to result from the construction of the proposed range. Vegetation that would be cleared in the target area includes pine flatwoods, shrub/cypress/gum wetlands, and pine plantations. No unique vegetation or habitat type is known to occur in the area to be clear-cut. Up to 15 acres of wetlands would be eliminated by construction of facilities; these wetlands are not known to contain any particularly important or unique features. Some alligators might be present in the area to be clear-cut and could be adversely affected by the clearing operation, but this area is not their primary habitat and thus the vast majority of alligators at Grand Bay would be unaffected. A recent archeological survey revealed that range development would not be expected to cause any significant damage to historical or archeological resources. The Air Force will continue coordination with the Georgia State Historic Preservation Section to ensure compliance with the regulations of the President's Advisory Council on Historic Preservation (36 CFR 800). Because range development would be of short duration and involve a relatively small work force, the attendant socioeconomic impacts would be minimal.

The principal environmental impacts of range operation would result from the increased noise, chiefly in the vicinity of the proposed range area, from F-4, F-15, F-16, F-18, A-4, A-6, A-7, and A-10 aircraft. The primary user of the proposed range (the 347 TFW) currently has F-4 aircraft but is scheduled to convert to quieter F-16 aircraft during the early phases of range operation. Even with this conversion, however, the loudest noise in the vicinity of the range would be from F-4 aircraft from other units. Using worst-case estimates of the increased noise levels, no appreciable hearing loss is anticipated for individuals who live within the projected noise contours. With F-4s using the range (the worst case) about 103 households would experience DNLs (average day/night sound levels in decibels on an A-weighted scale) of 65 to 80, and about 86 individuals who currently reside in these households are predicted to find the increased noise levels unpleasant and intrusive. In addition, some recreational users of Banks Lake NWR will experience annoyance due to range operations. Some individuals may perceive a decrease in their quality of life as a result of the noise produced by range activity. In addition, range noise may cause some residential properties to appreciate in value less rapidly. Major impacts to property values, however, are not anticipated. No schools would be overflowed by aircraft during maneuvers on the proposed range. The density of wildlife in the range area would not be reduced as a result of anticipated noise levels. It is concluded that the potential impacts of the increased noise are not large enough to warrant mitigation measures over and above those already included in the proposed action.

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1. PUBLIC COMMENTS: LETTERS

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET
ATLANTA, GEORGIA 30365

AUG 27 1985

4PM-EA/GM

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665

Dear Mr. Chavis:

In accordance with Section 309 of the Clean Air Act, we have reviewed the draft environmental impact statement for the Winnersville Weapons Range in Lanier and Lowndes Counties, Georgia and offer the following comments:

- 1 ° While the impacts to the wetlands affected by the bombing ranges were adequately characterized, there was no mention made of ways to mitigate these environmental losses. Little can be done regarding the removal of the tree canopy other than a realignment to areas in which the timber is less dense or has already been cut. Further consideration should be given to this design modification. Additionally, the wetlands losses occasioned by fill for structures could be offset by actually constructing wetland habitat at borrow areas, enlarging/modifying existing drainage ways, or creating appropriate habitat at other feasible locations. We suggest you contact state or federal fish and wildlife personnel familiar with the project site for details on this option. Better management of remaining wetland habitat is also a possibility, but has distinct limitations if these areas are already at their carrying capacity.
- 2 ° The noise analysis was well done, however, little was mentioned regarding mitigation of the anticipated impacts. The analysis indicates that noise will have a pronounced impact on the area. Single events can be as high as 110dBA and several receptors would experience levels above 65dBA, some as high as 75-80dBA. Eighty-six people would be highly annoyed for Cases 1 and 2 and thirty for Case 3 based on Committee on Hearing, Bioacoustics, and Biomechanics Guidelines. For cases 1 and 2 seven receptors are in the unacceptable range (above 75dBA) according to HUD Standards.

If training schedules/purposes allow, we suggest the following:

- Flight schedules should minimize night flights or be scheduled as early as possible. This, however, would not accommodate any affected people that may work at night and sleep during the day.

-2-

2

- Alternate flight patterns that avoid receptors should be considered, as practical, to reduce the number of receptors affected.
- Rotating flight patterns should also be considered so that the noise impact is more evenly distributed over the area receptors.
- Worst case F-4 flights could, perhaps, be limited.

On the basis of our review a rating of EC-2 was assigned. That is, we have a degree of environmental concern regarding the wetland and noise issues and need additional information on the manner in which these perturbations will be diminished.

If we can be of further assistance, please contact Dr. Gerald Miller (FTS 257-7901) of my staff.

Sincerely yours,

Sheppard N. Moore
Sheppard N. Moore, Chief
NEPA Review Staff
Environmental Assessment Branch



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW

Southeast Region / Suite 1360
Richard B. Russell Federal Building
75 Spring Street, S.W. / Atlanta, Ga. 30303
Telephone 404/221-4524 - FTS: 242-4524

August 30, 1985

ER-85/1172

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, Va. 23665

Dear Mr. Chavis:

The Department of the Interior is in the process of reviewing the draft environmental statement for Winnersville Weapons Range, Moody Air Force Base, GA. Our review is taking longer than anticipated, and comments will not reach you by your due date of September 2, 1985.

Our comments will be sent to you as soon as possible in early September.

We were not able to reach you by the telephone number given on the cover sheet of the document.

We trust our delay does not cause you any inconvenience.

Sincerely,

James H. Lee
Regional Environmental Officer



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW

Southeast Region / Suite 1360
Richard B. Russell Federal Building
75 Spring Street, S.W. / Atlanta, Ga. 30303

Telephone 404/221-4524 - FTS: 242-4524

SEP - 5 1985

ER-85/1172

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, Virginia 23665

Dear Mr. Chavis:

We have reviewed the draft environmental statement (DEIS) for Winnersville Weapons Range, Moody Air Force Base, Lanier and Lowndes Counties, Georgia, and have the following comments.

General Comments

3 Our review found that the statement tends to minimize project impacts on area fish and wildlife resources, and on the operation of Banks Lake National Wildlife Refuge (NWR). We believe that these impacts will be more substantial than is indicated in the DEIS.

4 The Forest Service lands that would be taken for the weapons range are presently managed by the Georgia Game and Fish Division to enhance wildlife and recreational opportunities as part of the Grand Bay Public Hunting Area. A tract of 480 acres of land administered by the Fish and Wildlife Service is included within the proposed range. At several points within the DEIS, the intent to manage weapons range lands outside of the target area for enhancement of wildlife, is stated. In contrast to this, the DEIS states that should bird/aircraft collisions be a problem, that the habitat might then be managed to minimize wildlife. It is unclear as to which areas might be subject to this "negative" wildlife management scheme. If negative wildlife management is used, then further clarification is needed before the full impact of the proposed project can be evaluated. The DEIS should address the possibility of managing to reduce wildlife numbers and the associated impacts in the proposed range area as well as similar impacts in the surrounding lands.

5 We believe that the DEIS should clearly state the number of days per year that the public access would be denied. Since hunting and fishing activities take quite a bit of time, opening the area to access a few hours per day is of no value to these activities. This could become a serious management concern to the Fish and Wildlife Service as the military lands will isolate the 480-acre segment of the refuge making future access and use of this area questionable.

6 The Banks Lake NWR has the objective of providing quality wildlife oriented recreation. We feel that noise levels generated by as many as 288 aircraft passes per day will interfere with visitors enjoyment of their refuge visit, and would therefore be in conflict with refuge objectives. This factor should be completely addressed in the DEIS.

7 Alternative flight paths should be discussed in this document as there are a number of possibilities where disturbance of important resources and the use of these resources would be less. The Banks Lake NWR was established to enhance, protect and perpetuate wildlife and permit wildlife oriented recreation in the area. The disturbance of people using the area plus the potential disturbance of wildlife using the area will likely detract from the overall value of the refuge. This is a significant impact that is not considered in the statement and needs detailed consideration.

Specific Comments

2.1.1. Location and History of the Proposed Site Paragraph 1

8 Banks Lake NWR will be managed as a separate national wildlife refuge under the direction of the Okefenokee staff, rather than as a part of the Okefenokee Refuge.

2.1.6. Supplemental use of Range Land

9 This section needs a more detailed description of the proposed access restrictions and hunting management plan for the range. The document does not provide adequate information on the plan and does not discuss the impacts of this action in section 4 of the report. This omission is significant and should be corrected in a revised draft.

2.3. Comparison of Alternatives Paragraph 1

10 The elimination of up to 15 acres of wetland is not considered to be insignificant by this agency. The clearcutting of the target area and increased human presence in the vicinity, in our opinion, would adversely affect wildlife populations in the area.

3.5.1. Range and Vicinity Paragraph 3

11 The paragraph states that the DOI parcels are part of the Okefenokee NWR. In actuality, the Banks Lake NWR is a separate entity, managed by Okefenokee NWR staff.

4.1.3.2. Annoyance

12 Refuge visitors enjoying the peace and quiet of the natural environment might experience annoyance when aircraft fly over. The impact of overflights on refuge visitors should be assessed.

4.3.2. Bird Strikes and 4.5.2 Wildlife

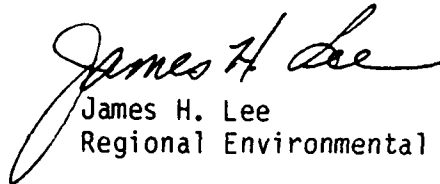
13 | The increased risk of bird strikes due to low-level maneuvering over wetland areas is discussed in these sections. The paragraphs indicate that it might be necessary to manage to reduce bird populations. The probability of this occurring and consequences of negative management should be assessed in the DEIS.

Summary Comments

The most important concern, from our viewpoint, is that the DEIS does not thoroughly address the potential negative impacts to the Banks Lake NWR and the natural resources of the area. Based on our evaluation, the construction and use of the Winnersville Weapons Range is unacceptable due to those potential impacts. Close coordination will be necessary between our agencies in order to come to a mutually agreeable solution to this problem.

Thank you for the opportunity to comment on this statement.

Sincerely yours,



James H. Lee
Regional Environmental Officer



United States Department of the Interior

FISH AND WILDLIFE SERVICE
ENDANGERED SPECIES FIELD STATION
2747 ART MUSEUM DRIVE
JACKSONVILLE, FLORIDA 32207

October 7, 1985

Colonel Frank T. Moorman
Commander, 347th
Combat Support Group
Headquarters
Moody Air Force Base, Georgia 31699

FWS Log No, 4-1-86-011

Dear Colonel Moorman:

Your letter of August 14, 1985 to Mr. Donald J. Hankla, Fish and Wildlife Service in Atlanta, regarding the proposed construction of the Winnersville Weapons Range was forward to this office for reply. In your letter you requested that the Service review the project with reference to federally listed threatened and endangered species. As we understand, the Air Force is also discussing this project with personnel from our refuge section; therefore, our comments pertain only to species listed under the Federal Endangered Species Act. The Air Force, based upon their evaluation, concluded that this project would not have an adverse impact on the bald eagle, wood stork, red-cockaded woodpecker, eastern indigo snake, or American alligator.

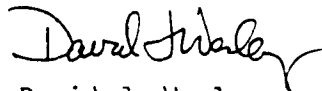
The proposed action is to construct and operate an air-to-surface bombing and gunnery range on approximately 5900 acres of U.S. Forest Service land adjacent to Moody Air Force Base, near Valdosta in Lanier County, Georgia. Operation of the range would require construction of bomb and strafe targets and support facilities which would include a main tower, flank tower, and small support building. Construction would disturb a 450-acre area by clear cutting and maintaining a low shrub density. The 450 acre-site is made up of 107 acres of shrub, cypress and black gum wetlands, 237 acres of pine flatwoods, 93 acres of pine plantations and 11 acres of fields.

Based on information provided in your letter and in the Draft Environmental Impact Statement, wood storks are seen from time to time in the area, but no roost is known to occur in the vicinity. The closest known roost is in Leon County, Florida. The nearest eagle nest is found within Lowndes County, south of Valdosta. No red-cockaded woodpeckers or eastern indigo snakes have been observed

on the site. The American alligator is a common resident of the wetland habitats found within the area, and it is possible that during the process of construction an alligator nest may be found. The Air Force has stated that if a nest is located, they will contact the Service. The point of contact will be this office at 904-791-2580.

Based on our review of the information in the report, we concur with the Air Force's conclusion that this project will not affect the above listed species. Although this does not constitute a biological opinion described under Section 7 of the Endangered Species Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made in the project or if additional information involving potential impacts on listed species becomes available, please notify our office.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "David J. Wesley", with a stylized flourish at the end.

David J. Wesley
Field Supervisor

TO: Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665

FROM: Office of Planning and Budget
Management Review Division
State Clearinghouse
270 Washington Street, S.W.
Atlanta, Georgia 30334

DATE: July 19, 1985

SUBJECT: RECEIPT OF NOTIFICATION OF INTENT TO APPLY FOR FEDERAL
ASSISTANCE/PREAPPLICATION/APPLICATION/PROPOSED PERMIT/
DIRECT FEDERAL DEVELOPMENT/ENVIRONMENTAL INFORMATION

APPLICANT: Department of the Air Force

PROJECT: DEIS - Winnersville Weapons Range

FEDERAL IDENTIFICATION NUMBER (If applicable):

STATE APPLICATION IDENTIFIER: GA 850717-001

REVIEW COMMENTS DUE BY: August 30, 1985

OFFICE OF PLANNING AND BUDGET CONTACT: C. Badger/S. Williams

Correspondence related to the above project was received by the State Clearinghouse on July 19, 1985.

The review has been initiated and every effort is being made to ensure prompt action. The proposal will be carefully reviewed relative to its consistency with goals, policies, plans, objectives, programs, and if applicable, with budgetary restraints. You may expect to be informed by the State Clearinghouse of the results of the initial review by September 4, 1985. If you have not been contacted by the State Clearinghouse by this date, your proposal may be considered consistent. Your completed application should include this letter as evidence of compliance with Executive Order 12372.

In future correspondence regarding this project, please include the State Application Identifier Number shown above. If you have any questions regarding this project, please call us at (404)656-3829 or 656-3855.




Office of Planning and Budget
Executive Department

Clark T. Stevens
Director

G E O R G I A S T A T E C L E A R I N G H O U S E M E M O R A N D U M

TO: Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665

FROM:  Charles H. Badger, Administrator
Georgia State Clearinghouse
Office of Planning and Budget

DATE: September 3, 1985

SUBJECT: RESULTS OF STATE-LEVEL REVIEW

Applicant: Department of the Air Force

Project: DEIS - Winnersville Weapons Range

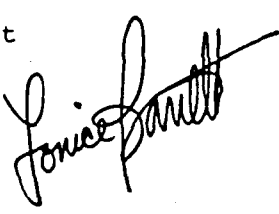
State Clearinghouse Control Number: GA850717-001

The State-level review of the above-referenced document has been completed. As a result of the environmental review process, the activity this document was prepared for has been found to be consistent with those State social, economic, physical goals, policies, plans, and programs with which the State is concerned.

CHB:st

Enclosure: DNR, August 30, 1985

TO: Chuck Badger
 State Clearinghouse
 Office of Planning and Budget
 270 Washington Street, S.W.
 Atlanta, Georgia 30334

FROM: Name: Lonice C. Barrett 
 Agency: Department of Natural Resources

SUBJECT: RESULTS OF REVIEW
 DEIS-Winnersville Weapons Range;
 State Application Identifier: GA 850717-001

DATE: August 30, 1985

This notice is considered to be consistent with those
 State ~~(goals)~~, ~~(policies)~~, ~~(objectives)~~, ~~(plans)~~,
~~xxxxxx~~ ~~(programs)~~ and ~~(financial resources)~~ with which this
 xxxxxxxxxx organization is concerned. (Line through inappropriate
 word or words). X

This notice is recommended for further development with
 the following recommendations for strengthening the
 project (additional pages may be used for outlining the
 recommendations). _____

This notice is not recommended for further development
 (accompanied by detail comments which explains the
 Division's rationale for this decision). _____

This project has received careful review by the Department
 of Natural Resources with particular attention having been
 directed to possible impact to the wildlife resources at the
 Banks Lake/Grand Bay wetland complex. It is recognized that
 the principal environmental impact of the weapons range would
 be increased noise levels. Referenced on pages 32 and 67 is
 the issue of possible impact to the heron and egret rookery.
 Outside of the acknowledged noise levels, it is the opinion
 of the Game and Fish Division that no significant impacts should
 occur to this rookery, which is under frequent surveillance
 by DNR field personnel.

Technical staff of DNR indentified no other environmental
 issues or concerns relating to this project, except for the
 clear cut of the range area which will include mature live
 oaks and will have expected impacts on wildlife.

Georgia Department of Natural Resources

270 Washington Street, S.W., Room 704, Atlanta, Georgia 30334

J. Leonard Ledbetter, Commissioner
O. R. Cothran, III, Director

Historic Preservation Section
Elizabeth A. Lyon, Chief
404/656-2840

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, Virginia 23665

RE: Draft Environmental Impact Statement
Winnersville Weapons Range
Lanier and Lowndes Counties, Georgia
HP 850717-001

Dear Mr. Chavis:

The Historic Preservation Section has received the above referenced report for our comment and review. It is our understanding that an archaeological survey was recently undertaken for this site. We do not have a copy of this survey and without it we are unable to offer meaningful comments on the impact to cultural resources in the area. Please provide us with a copy, and upon its receipt, we will proceed with our review.

If we may be of further assistance, please contact Joe McCannon, Environmental Review Coordinator, at (404) 656-2840.

Sincerely,



Mary Ann Eaddy
Planning Services Coordinator

MAE:jmk

cc: Robert Garvey
Advisory Council on Historic Preservation

Nancy Tinker
South Georgia APDC

Lowndes County
Board of Commissioners

P. O. BOX 1349

VALDOSTA, GEORGIA 31601

PHONE (912) 242-7053

August 29, 1985

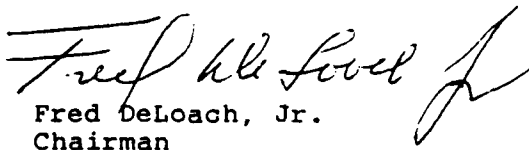
Mr. Alton Chavis
HQ TAC/DEEV
Langley Air Force Base, Virginia 23665

Dear Mr. Chavis:

Our review of the Draft Environmental Impact Statement on the Winnersville Weapons Range in Lowndes County, Georgia, indicates that the anticipated benefit to Moody Field operations greatly outweighs any minor and transient inconvenience to the general public. We further believe that the level of noise, even under a worst-case scenario, cannot be expected to pose a hazard or to constitute more than a minor irritation.

We're pleased to be able to support the project and are prepared to cooperate in the speedy completion of the work.

Sincerely,


Fred DeLoach, Jr.
Chairman

FDeL/p

cc: Senator Sam Nunn
Senator Matt Mattingly
Representative Charles Hatcher
Col. Buster Glosson, Moody AFB



CITY of VALDOSTA, GEORGIA

Post Office Box 1125 • Valdosta, Georgia 31601 • (912) 242-2600

ERNEST NIJEM
MAYOR

The Azalea City

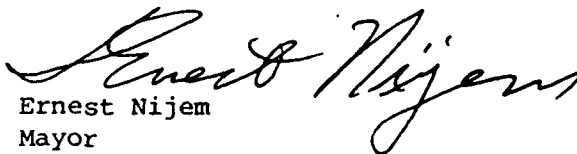
August 30, 1985

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665

Dear Mr. Chavis:

I am very much in favor of Moody Air Force Base locating a practice bombing range on the Grand Bay Area land. After reading the Environmental Impact Statement it is evident to me that the installation of this range will be beneficial to Moody Air Force Base and the surrounding community. I feel that a nearby training range enhances Moody's suitability as a fighter base and will provide cost-effective training. What this Country needs is more cost saving ideas such as this one.

Sincerely,


Ernest Nijem
Mayor

ja



1-17

VALDOSTA AND LOWNDES COUNTY
CHAMBER OF COMMERCE

August 28, 1985

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, Virginia 23665

Dear Mr. Chavis:

The Valdosta-Lowndes County Chamber of Commerce Board of Directors met August 28 and has unanimously endorsed the proposed Winnersville Weapons Range planned near Moody Air Force Base.

The Chamber's Aviation and Transportation Committee carefully evaluated the Environmental Impact Statement and found no reason why the range construction and operation should not proceed as planned.

Moody Air Force Base has always been an excellent citizen in our community, and as you know, has been named the top base in many different categories through the years. Our Board believes this practice range will not only enhance that tradition while conserving resources, but will, also, be most cost-effective and efficient.

Sincerely,

H. Arthur McLane
President

HAMc:gb



416 NORTH ASHLEY STREET • POST OFFICE BOX 790 • VALDOSTA, GEORGIA 31603-0790 • (912) 247-8100

August 28, 1985

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, Virginia 23665

Dear Mr. Chavis:

We have received the Environmental Impact Analysis Process for the Winnersville Weapons Range. We do believe that this is a unique opportunity to acquire land within the proximity of Moody that would conserve resources and be cost effective and efficient for the American tax payer.

Our Industrial Authority owns properties in three areas of Lowndes County and have financed projects throughout the county. We are in agreement with the report that there are no overriding factors which would render the proposed action to be unacceptable. We fully support the project and pledge our cooperation.

Sincerely,


Joe L. Lee
Chairman

JLL:mc



The Georgia Conservancy

3110 MAPLE DR., SUITE 407

ATLANTA, GEORGIA 30306

TELEPHONE: 404/262-1967

August 30, 1985

Mr. Alton Chavis
 HQ TAC/DEEV
 Langley Air Force Base, Virginia 23665

Ref: DEIS, Winnersville Weapons Range:

Dear Mr. Chavis:

On April 9, 1985, Banks Lake National Wildlife Refuge was officially dedicated. This dedication was in recognition of the unique character of the refuge area, and the flora and fauna found there. As you know, the refuge and the land in question at Winnersville contain several different habitat types, including open water, cypress swamp, marsh, hardwood swamp, pine forest, etc.

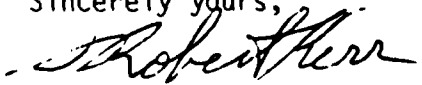
The entire area has values for public use, and can provide habitat protection for several endangered species: the American alligator, wood stork, the transient bald eagle and peregrine falcon, as well as the red-cockaded woodpecker and indigo snake.

14 I find it difficult to comprehend how, on the one hand, government is willing to spend money to protect species and habitat, while on the other hand it is willing to expend money to destroy habitat within the same area. It would perhaps be understandable if the range were badly needed, but that is not the case. There are nearby ranges within reasonable flight distance of Moody AFB. Certainly, the forecasted noise pollution should also receive greater consideration. There are many instances where aircraft noise pollution eventually led to necessary buyouts of adjacent property owners.

15 The DEIS conclusion that "...no significant environmental impacts are expected to result" is perhaps correct depending on the interpretation of "significant". It is clear that interpretation in the past has led to projects that have incrementally rendered many wildlife species as rare and endangered.

16 In conclusion, I recommend that the final EIS give greater consideration to the positive benefits to be derived from managing the Grand Bay/Banks Lake complex for habitat and species protection and public use values, as opposed to the disruptive nature of the proposed action.

Sincerely yours,


 G. Robert Kerr
 Executive Director

2208 Jerry Jones Dr.
Valdosta, GA 31602
27 August 1985

HQ TAC/DEEV
Attn: Mr. A. Chavis
Langley AFB, VA 23665-5001

Dear Mr. Chavis:

I wish to have the following remarks entered into the public record and made part and parcel of the Environmental Impact Statement (EIS) to be considered later this year by the Dept. of the Air Force prior to final authorization of the construction of the so-called "Winnersville" bombing range near Moody AFB.

17

I attended the public hearing earlier this month held in Lakeland, GA at which time questions about the EIS were answered by you and Col. Joe Redden. It was during this meeting that aspects of the proposed bombing range were made public for the first time. Specifically: that night practice flights and sorties would be an integral part of the range's operation; that the planes would be in the air 30 to 40 minutes prior to making the practice runs over the range. When I attended the scoping meeting on the "Winnersville" range back in March? (or April?,) neither of these factors was mentioned to the public in attendance.

18

First of all, the most obvious question is WHY were these range-use factors not discussed or even mentioned at the Scoping Meeting? Was it because night missions had not been planned for the range? I'm sure that they were planned, but mention of those plans was judiciously avoided during the scoping hearing. One point that was stressed at the scoping session was the great amount of jet fuel which would be saved by building a range in close proximity to Moody AFB. In point of fact that argument was refuted by your experts and by Moody's vice-commander who stated at the public hearing that the planes must be in the air for at least one-half hour before making practice runs at ground targets. For the life of me I cannot see how the Air Force is going to expend more fuel by flying to Eglin or Fort Stewart than it is by letting its pilots cavort in the skies over Lowndes and Echols Counties for 30 minutes. A primary argument which emphasized fuel economy was shot down by your own experts. Just like nearly everyone at the public hearing in August, I was insulted by the assertions of the EIS.

Tonight the Valdosta City Council will vote on whether to approve the construction of the bombing range. By the shrewd choice of the name "Winnersville" for the range, your planners have assured the consent of the City of Valdosta. Any, I mean ANY, project which contains "Winnersville" in its title, is a cinch bet to win the overwhelming approval of the Valdosta city fathers (so long as it doesn't cost 'em anything). The relative merits of the project are of no consequence. Viable options will not be considered if the name "Winnersville" is deleted. Establishing the range in the wilds of Echols County (southeast of Moody), the only intelligent option to the current plan, will bring a disapproval from our town council. Calling it the Echols Range or the Langdale Range is out of the question. Expediency seems to be the operative mode in this project. As I stated at the scoping meeting, the ultimate approval of this project is a foregone conclusion.

Respectfully,

Ken Klauisch

September 3, 1985

To: The Secretary of the Air Force

Subject: Winnersville Bombing Range.

As you are well aware, a bombing range has been proposed for Moody Air Force Base. The reasons for this proposal are:

- 1- To conserve fuel.
- 2- To give the Moody pilots more practice.
- 3- To make it more convenient and accessible for the TAC Base.

The range is set to cover 5900 acres of land, approximately 450 cleared, and 5450 remaining the same.

We proposed a site in Echols county or a less populated county in South Georgia that would be just as convenient, but it was quickly turned down.

I spoke to a timber company that would possibly lease 15,550 acres and sell the Federal Government 450 acres and would clear the land, as you can see this is not a bad deal.

I'm not sure if you are familiar with this area or not, but it is the major roosting area for many thousands of birds, both in Grand Bay and Banks Lake. I remember approximately 20 years ago when Moody was having to kill these birds and I sure wouldn't like to see this happen again.

19 | The people at Moody said they needed 16,000 acres, but instead they only have 5900 acres. According to records, they plan to use Banks Lake (Okefenokee Wildlife Mgt. Area) to make up the additional acreage.

If you would look at the locale, you'd find that it will be in a very populated area. Valdosta just built a perimeter road and expects to grow that way, but who will want to live close to a bombing range.

The people of Lakeland and Valdosta don't really realize the impact this range will have on their communities, but they will soon find out. All the people within a 25 mile radius will be affected one way or another.

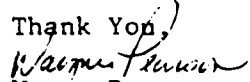
20 | At the last and only two hearings we asked that a trial run take place to let us see exactly how it would be, but today is September 3, 1985 and nothing has been done. If you need the range and can show where it will not affect us, then we would probably support your effort.

This is something that we are going to have to live with for years to come and it is a very important decision that is going to affect many thousands of people's lives. We the people, have been taken for granted, please quit telling us, please show us.

Cont.

I feel the impact study is inaccurate and should be reviewed more carefully.
Once this thing is in, it will be too late.

Please review my letter, as I am very concerned.

Thank You,

Wayne Pearson

1-23
Aaron L. Dennis
LOUIS SMITH MEMORIAL HOSPITAL
P.O. Box 306
Lakeland, Georgia 31635

Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB Va. 23665

Dear Sir;

I am pro America I am pro Military. I was a foreign missionary for 15 years. At all times I have shown myself a loyal ambassador of the USA. Prior to that I fulfilled an 8 yr. obligation in the U.S. Army. My service is perfect. Now at age 54 I am the proud owner of one acre of land and a 3 bedroom brick house, with the last payment this year this is my dream home, my retirement home.

I am the Dir. of Environmental Services and my wife the Day Supervisor in Nursing Service of Louis Smith Memorial Hospital in Lakeland Ga. We are opposed to the proposed Weapons Range, "Winnersville" which is between our house and Moody AFB. We live at the end of Shiner Pond Road on the Lakeland High Way.

21 | We have had enough experience and talked to enough people to make us very sure that we do not want this to happen. We will be unable to sell our property and we are too old to start paying on another house. There is another very good reason why this should not happen. We are caring for my wife's parents who are very old and feeble, they have spent their entire lives in the same community in N.C. until about 6 mo ago. They feel that they have lost everything and the adjustment is traumatic. If the range comes we would be forced to relocate and that would prove disastrous for them. This is America, Please don't !!!

Thanking You
Sincerely
Aaron Dennis

1-24
JUL 25 1985

JUL 28 1985

JUL 28 1985

Senator Mack Mattingly
Senate Office Building
Washington, D.C. ✓

P.O. Box 3342 ①
Valdosta, Georgia
July 22, 1985

Dear Sir:

As a resident of Lowndes County, I am very much opposed to the proposed bombing range in Lanier County.

Earlier this year, an ignited fuel tank was dropped on my property and the fire destroyed 5 acres of timber. It could have easily been my house or one of the 8 houses within 1/4 mile of my house - all of which are located on the south end

of the Moody Field runway - ②
on Knights Academy Road.

22 | The present noise of the
airplanes is almost unbearable
and with the bombing range
located so near, the noise
would increase many times
because of the increased traffic
on the runway. This part of
Lowndes County is being
developed and these residents
should have a voice in the
proposed bombing range site.
If you or anyone on the
committee lived in this location,
you would feel the same way
as I do. I would welcome
you to visit my home and
see and hear for yourself.

23 The enclosed article in the Valdosta Daily Times says that 86 people living close to the range would be affected. I don't live that close to the proposed site; however, the increased air traffic will certainly affect my family, myself, and all other families in this vicinity. I have not been contacted by anyone conducting a study - the fact is that most of the truths have not been made public.

Lowndes County is a densely populated county and does not need the noise

Pollution. I feel a further^④ study should be conducted in Lowndes County or at least in the area as outlined on the enclosed map.

If there are any other persons that I should contact about this issue, please send to me the person's name and address. Please use your influence and STOP this proposal.

Yours respectfully,

B. C. Witherington

P.O. Box 3342

Valdosta, Georgia 31604

September 3, 1985

HQ
TAC/DEEV
Langley AFB, VA 23665

Dear Sir:

24 I am very concerned about the proposed bombing range near Moody Air Force Base. I own land which borders Moody at the South end of the runway, and also land fronting on Knights Academy Road and Highway 221 near the Lowndes/Lanier County line. The noise from the planes at Moody has always been a problem, and if the proposed range is constructed, use of the range by planes from Moody and other bases will greatly increase the noise level. The increased noise will decrease the quality of life for people in this area and will adversely affect the value of all property in this area.

25 The bombing range will also pose a greater danger to people and property. Just this year, a plane from Moody had to eject two fuel tanks which landed on my neighbors property. A fire was started by the fuel tanks and several acres of land were burned. I feel that the range will greatly increase the probability of an accident which will endanger people and property.

26 It is my understanding that pilots must fly a certain number of hours each month. Since there are several bombing ranges within 20 minutes of Moody, it appears that the pilots can log some of their flying time in route to these ranges. I have been told that a pilot and his plane are not ready to start bombing for at least 30 minutes after take off. Therefore, the pilot can be preparing his plane while in flight to another range.

I have always been a big supporter of Moody Air Force Base, and I am delighted that Moody is a part of our community. However, it appears to me that a bombing range is not a necessity for Moody, and that much more harm than good will come from the construction of a bombing range on the proposed site.

I will appreciate your careful consideration of my point of view concerning this matter.

Sincerely,

Kay Coleman

Kathryn B. Coleman
210 E. Alden Ave.
Valdosta, Georgia 31602

KBC/mvp

cc: Senator Sam Nunn

September 3, 1985

HQ
TAC/DEEV
Langley AFB, VA 23665

Dear Sir:

27

As a resident of Knights Academy Road I would like to register a protest against the establishment of the Moody Air Force Base range in this area. I have not complained about the very loud noise from the jets, because I know this is a necessary part of the training. I do not feel, however, from what I have learned, that the bombing site is necessary. If the pilots need a certain amount of flying time it seems they could get some of it from flying to the bombing site of a nearby base. The property in this area has already dropped in value due to the noise of the jets and the establishment of the bombing range would cause a further devaluation of the property.

I have always been a staunch supporter of Moody and realize that she has meant a great deal to our community. I do not feel that the growth or existence of Moody will be affected in any way if the bombing range is not established.

I will appreciate it if you will consider my position.

Sincerely,

Meta S. Coleman

Meta S. Coleman
Knights Academy Road
Valdosta, Georgia 31601

MSC/mvp

cc: Senator Sam Nunn

Rm

DEB2A

EV

EU

Valdosta, Ga.,
August 28, 1985

Tactical Air Command Headquarters,
Langley Air Force Base, Va.

Sirs:

I would like to state my position on Moody's proposed bombing range. I am a long time resident of Valdosta, and a former long time(16 years) member of Valdosta's City Council. I am civic minded and public spirited in nature. I am in favor of Moody establishing the proposed range, on the theory that if its good for Moody, it will be good for the community.

The few people objecting, mostly have acquired property since Moody was located there, and their main objection is the misguided theory that it will devalue their property, but I do not think so. There are many others who share my opinion, but perhaps have neglected to say so.

Sincerely,

Carl D. Minchew

Carl D. Minchew
1213 W. Park Ave.
Valdosta, Ga. 31602

August 9, 1985

Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665

Dear Mr. Chavis:

This is in response to the Environmental Impact Statement made for the Moody Air Force Base concerning the Winnersville Weapon Range. This study identifies noise as the only environmental factor detrimental to those residents of Lanier County who live close to the proposed bombing range.

28 | It is noise which concerns the citizen of Lanier County the most. The increased activity of airplanes flying close to Lakeland will be bothersome to the schools, the churches, the hospital, and the convalescent center.

Accident statistics mentioned in this study downplay the accident occurrence as being insignificant: (1\7years). However, even the knowledge of the propability of the occurrence of an accident at all will be nerve racking to some people. To them it is significant that accidents will happen, that mistakes will be made - not only by the occasionally straying of an airplane from its flight pattern, but also from the accidentally dropped bombs in residential areas.

Other factors not mentioned in the study that involve noise are economical and demographic in nature:

29 | The increased noise will decrease the property values in the areas affected most by the high noise level decibels making it impossible to even sell such properties.

30 | Increased noise from airplanes will stifle the growth of Lakeland and Lanier County. People, affected by the noise and regardless of their socio-economic status, will leave the area and others will be distracted from moving to the area.

31 The life savings and investments of the entire Lanier County populace is jeopardized if the Winnersville Bombing Range is built that close (6 miles) to Lakeland.

The Environmental Impact Study mentions the option "to take no-action" concerning the building of the Winnersville Bombing Range by the Moody Air Force Base. We, the undersigned, urge the Moody Air Force Base officials to use the no-action alternative and abandon the project altogether to prevent costly lawsuits in the future.

Sincerely,

SIGNATURES:

ADDRESS:

Daniel W. Randolph

Brent Amos

Liz Mann

Arlene Boettcher

M. Todd Adams

Beth Adams

Laura Mann

Edward Graham

Cheryl Toll

Philip Toll

Lila M. Adams

Tom Adams

Ben D. Roy

Ann Graham

Madge Shattuck

Emory L. Carter

Sh. Huey

Diane Seawright

Rt. 2 Lakeland Ga.

P.O. Box 13 Lakeland, GA

414 Pecan St. Lakeland, GA.

Rt. 1, Box 38B Lakeland, GA. 31635

801 W Main St. LAKELAND, GA

same as J

411 Pecan St. Lakeland, Ga

11

130 Murray St. Lakeland, Ga

" " " "

Rt. 1 Box 38-A Lakeland Ga 31635

Rt. 1 Box 38 -A Lakeland Ga 31635

Rt. 1 Box 389 Lakeland GA 31635

840 W. Lee, Lakeland Ga.

168 Hospital Dr., Lakeland, Ga.

170 Hospital Dr. Lakeland, Ga

P.O. Box 161 Lakeland Ga

742 West Main Lakeland, Ga.

(Winnersville Bombing Range)

SIGNATURES cont.:

Mr. Anderson
[Signature]

Ruanda Yap

Wanquarite R. R.

Saleatha Ringer

[Signature]

Phyllis Amos

Mrs. Leo H. Plyler

[Signature]

Paul D. Willis

Lima Jewell

Ernest Jewell

Lloyd D. Brown

Kenneth E. Amos

ADDRESS:

Milltown Acres Lot 6 Lakeland Ga.
 845 W Lee St / Lakeland, Ga.

" " " "

335 W. Maxwell Av. Lakeland.
 Rt 1 Box 160 Lakeland GA 31636
 1st Line STREET LAKELAND

Maylor Road, Lakeland, GA

Rt 1 Box 67 H

Maylor Ga

"

824 W. Lee Ave.

Lakeland, Ga 31635

128 Peachtree Street

Lakeland, Ga. 31636

128 Peachtree St

Lakeland, Ga.

128 Peachtree St.
 Lakeland, Ga. 31635

Rt. 1 Box 160 Lakeland Ga.
 31635

August 9, 1985

Alton Chavis
HQ TAC\DEEV
Langley AFB, VA 23665

Dear Mr. Chavis:

This is in response to the Environmental Impact Statement made for the Moody Air Force Base concerning the Winnersville Weapon Range. This study identifies noise as the only environmental factor detrimental to those residents of Lanier County who live close to the proposed bombing range.

It is noise which concerns the citizen of Lanier County the most. The increased activity of airplanes flying close to Lakeland will be bothersome to the schools, the churches, the hospital, and the convalescent center.

Accident statistics mentioned in this study downplay the accident occurrence as being insignificant: (1\7years). However, even the knowledge of the propability of the occurrence of an accident at all will be nerve racking to some people. To them it is significant that accidents will happen, that mistakes will be made - not only by the occasionally straying of an airplane from its flight pattern, but also from the accidentally dropped bombs in residential areas.

Other factors not mentioned in the study that involve noise are economical and demographic in nature:

The increased noise will decrease the property values in the areas affected most by the high noise level decibels making it impossible to even sell such properties.

Increased noise from airplanes will stifle the growth of Lakeland and Lanier County. People, affected by the noise and regardless of their socioeconomic status, will leave the area and others will be distracted from moving to the area.

The life savings and investments of the entire Lanier County populace is jeopardized if the Winnersville Bombing Range is built that close (6 miles) to Lakeland.

The Environmental Impact Study mentions the option "to take no-action" concerning the building of the Winnersville Bombing Range by the Moody Air Force Base. We, the undersigned, urge the Moody Air Force Base officials to use the no-action alternative and abandon the project altogether to prevent costly lawsuits in the future.

Sincerely,

SIGNATURES:

David Thornton
 Laura Dennis
 Rayon Dennis
 George E. Thornton Jr.
 Edna B. Thornton

Julius Barla
 Egon W. P. Brecher
 Kathleen Connel
 Caldonia Roberts
 Evelyn Johnson
 Lora Ann Johnson
 Minnie Calhoun

James Connel

ADDRESS:

P.O. Box 5, Lakeland, GA. 31635

Rt 1, Box 67A Naylor Ga.

P.O. Box 5 Lakeland GA 31635
 P.O. Box 5, Lakeland, Ga 31635

890 W. Main SE Lakeland
 Rt. 1, Box 3813, Lakeland, GA 31635

POB 31 Lakeland, GA 31635

1044 W. Main, Lakewood Apt #22
 Lakeland, Ga. 31635

726 Davis St.

Lakeland GA 31635

Rt. 2 Box 33 Lakeland Ga. 31635

618 E. Darby St
 Lakeland GA 31635

PO Box 31, Lakeland, Ga

(Winnersville Bombing Range)

SIGNATURES cont.:

James Johnson
1108 Oak Street
Lakeland, Fla.
Louis Lovell

Benjamin Baifon

Mike Wagers
Mary Lill Carey
A. J.

Thomas Amos
Pat Jait
Lucile A. Mann
Dorcas Crutson

Delma Shanton

Kent Williams

Joe Armon

Levin A. Houston Sr

Debbie Price

Mary G. Lane

Yvonne Saba

Earl Saba

Brenda Bingleary

ADDRESS:

Route 1 Box 181 Ray City 31641

890 West Main St.
Lakeland, Ga. 31638

P.O. Box 81 Lakeland Ga. 31635

Box 183 Lakeland, Ga. 31635

315 W. British St. Lakeland, Ga. 31635

P.O. Box 13, Lakeland, Ga. 31635

Rt. 1 Box 23, Ray City, Ga. 31645

414 Pecan, Lakeland, Ga. 31635

717 Higgin St. Lakeland, Ga. 31635

Route 1 Box 806 Lakeland, Ga. 31635

865 W. Lee St., Lakeland, Ga. 31635

749 W. Higgin St. Lakeland, Ga. 31635

122 Williams St. Lakeland, Ga. 31635

742 W. Higgin St. Lakeland, Ga. 31635

RT 1 Box 384 LAKE LAND GA 31635

813 E. Simpson St. Lakeland, Ga.

813 E. Simpson St. Lakeland, Ga.

Route 1 Stockton, La. 31649

August 9, 1985

Alton Chavis
HQ TAC\DEEV
Langley AFB, VA 23665

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The Environmental Impact Study mentions the option "to take no-action" concerning the building of the Winnersville Bombing Range by the Moody Air Force Base. We, the undersigned, urge the Moody Air Force Base officials to use the no-action alternative and abandon the project altogether to prevent costly lawsuits in the future.

Sincerely,

SIGNATURES:

Ann Miller
 Nina Mae Miller
 Virginia Brisson
 Bruce Thomas
 Ken Horst
 Robert Wright
 Lawrence Newton
 John Newton
 Linda Newton
 Ben Newton
 Betty Newton
 Davis
 Martha Hamilton
 J. Hamilton

ADDRESS:

Rt. 1 Box 101 Naylor Ga.
 Rt 1 Box 101 Naylor, Ga.
 Rto. 1 Box 102 Naylor, Ga. 31641
 Rt 1 Box 620 Naylor Ga 31641
 152 Williams St Lakeland Ga
 Rt 1, Box 62-A Naylor, Ga 31641
 102 Williams St Lakeland, Ga 31635
 Rt 1 Naylor
 Rte 1 Box 101 A Naylor
 Rt 1 Box 101 A Naylor
 Rt. 1 Box 100 Naylor
 Rt. 1 Box 100 Naylor
 Rt. 1 Box 100 Naylor
 Rt. 1 Box 100 Naylor

(Winnersville Bombing Range)

SIGNATURES cont.:

Lucie Carter
 Ernestine Carter
 Brent Carter
 Cessie Houston
 Betty Houston
 Rubye Houston
 Scott Robb
 Deloris Riley
 Frank Riley
 Jim Riley
 Heish Riley
 Anna Banks
 Lula M Wright
 Carl Wright
 Mamie Wright
 Eunice Belcher
 Leroy Colson
 Patricia Colson

Rickey Hill
 Michael Hill
 John F. Hill

ADDRESS:

Rt#1 Box 100A Naylor, GA, 31641
 Rt#1, Box 100A Naylor, GA 31641
 Rt. 1 Box 100A Naylor, Ga. 31641
 Rte. 1, Box 100. Naylor, Ga. 31641
 Rt. 1, Box 100 Naylor, Ga. 31641
 R#1 Box 100 Naylor, Ga. 31641
 Rt 1, Box 98 Naylor, Ga. 31641
 Rte 1, Box 97 Naylor, Ga. 3164
 Rte 1, Box 97 Naylor, Ga. 3164
 Rte 1, Box 97 Naylor, Ga. 3164
 Rte 1, Box 97 Naylor, Ga. 3164
~~Rte 1, Box 97 Naylor, Ga. 3164~~
 Rte 1, Box 62C, Naylor, Ga. 3164
 Rte 1 Box 92A, Naylor, Ga. 3164
 Rte 1 Box 93A Naylor, Ga. 3164
 Rte 1. Box 62-A Naylor, Ga. 3164
 Rte. 1, Box 58A Naylor, Ga. 31641
 Rt1, Box 98 Naylor, Ga. 31641
 Rt1, Box 98 Naylor, Ga. 31641
 Rt 1 Box 58 NAYLOR Ga. 31641
 Rt1 Box 58 Naylor Ga. 31641
 Rt1 Box 58 Naylor GA 31641

Barbara Ann Malone

Picard E. Malone

Jeannette Thutaga

Genita Weldon

Daisy Harrell

Margie Harrell

Linda Donaldson

Aline Myers

Mattie Mohrhead

Mattie Rodgers

Ruth Kirkland

Jami Bradford

Rt 1 Box 62 Naylor La 31641

Rt 1 Box 62 Naylor La 31641

Rt 1 Box 79^A Naylor AR

802 Washington Ave

Lakeland Ga 31635

P.O. Box 528 Naylor City, Ga 311

Rt 2 Box 200 Lakeland, Ga. 31

Lakeland Villa - Lakeland Ga

Lakeland Villa - Lakeland, Ga

Lakeland Villa Lakeland Ga (H.S. can write)

Lakeland Ga. Villa (A.D. can't write)

Rt 1 Lakeland Ga 31635

PATTEN
Seed & Turfgrass Company

THE HOME OF CHAMPIONSHIP TURF
GRASS FOR OVER A GENERATION

TELEPHONE (912) 482-3131
LAKELAND, GEORGIA 31635

28 August 1985

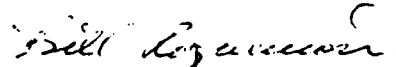
Mr. Alton Chavis
HQ TAC/DEEV
Langley AFB, VA 23665

Dear Mr. Chavis:

Please accept the enclosed petitions as comments on
the proposed Moody AFB Weapons Range.

I wish to reiterate my feeling that Moody does need
a range, but in a different location, and offer to help
secure a satisfactory location.

Yours very truly,



W. A. Roquemore
Patten Seed Company
Box 217
Lakeland, Georgia 31635

WAR:jp
Enclosure

A PETITION

We, the undersigned, hereby petition the U. S. Air Force, Moody AFB and our elected officials to abandon the proposal to establish a bombing-gunnery range in Lanier-Lowndes Counties for the following reasons:

1. The military-civilian rapport in this area is exceptionally good and it is most desirable to all parties that it so remain. Even the proposal of the range has deteriorated this relationship, and the establishment and use of the range is almost certain to destroy it.

2. The recently released Environmental Impact Analysis is badly flawed in numerous respects. We cite only a few, as follows:

32 | A. It totally ignores the fact that many residents on private property located near or under the proposed flight paths live there by design and choice. We sought the peace and quite of rural life---the quality of life---and are vigorously opposed to giving it up. We perhaps could become accustomed to the hazards and noise, as suggested in the Analysis, just as we might become accustomed to living in a city, but we have no desire to do so.

B. Others live where they do because they farm and work out-doors, typically hiring labor from nearby towns. The noise will decidedly impair their operations.

33 | C. Numerous existing, occupied homes are not shown on the map (Pg. 38) or not properly located, and the occupants of same presumably were not included in the population count under the 65 DNL or greater noise level (Pgs. 38 & 60).

34 | D. The current operations noise level map (pg. 24) is deplorably wrong and could not have been compiled from factual studies. Lakeiland and many other areas some distance from Moody are frequently exposed to 65 DNL because of Moody aircraft straying from their prescribed flight paths or altitudes, but the frequency of such deviations in no manner approaches what it is reasonable to expect with up to 268 passes per day over the range patterns where a preponderance of the total flight patterns is over private property---not government property---and with many of the range users being pilots from other bases who are not familiar with any range situation where most of the flight pattern is over or near densely populated non-government land. On what range anywhere else in the USA does such a situation exist? None, we suspect.

35 | E. The Analysis seems to deliberately ignore the fact that the outside (east) runway at Moody is the heavily used runway precisely to minimize flights over the Base housing and more densely populated areas to the west of Moody and north of Valdosta. Usage of the proposed range would dictate much more use of the inside (west) runway and create much more noise over the Base building and housing area and other densely populated areas, with a resultant increase in hazards and complaints.

36 | F. The Analysis dwells extensively on how much less noise may be generated if and when Moody converts to the F-16. During its 40 year active life Moody has had many different types of aircraft. Who knows what type aircraft from where would be using the proposed range in years to come?

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39

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Jack Ramon	Rt 1 Box 155 Ray City Ga. 31645
Maya Roder	Rt 1 Box 79B Naylor
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Harold Williams	Rt. 2 Box 98 Naylor Ga. 31641
Leroy Ryan	912 Jefferson Ave.
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Henry J. Williams	Rt 1 Box 76 Naylor Ga.
Jerome Lamb	Rt 1 Box 76 Naylor Ga.
Wagdy Williams	Rt 1 Box 76 Naylor Ga.
John Wilson	522 Lakeland Rd Lakeland Ga.
James Collier	Rt. 1 Box 81 Naylor Ga.
Don Bury	Rt 78 Washing St
Don Chan	Rt Box 84 Lakeland Ga. 31635
Francis Voss	339 Ma Capple Ave.
J.D. Mathis	Rt 1 Box 5B Lakeland GA. 31635
K.J. Mills	Rt 2 Box 213 Lakeland GA.
James Bailey	Naylor Rt. 1 Box 120
Bandy Spell	Rt 1 Box 104 Naylor GA 31641
James Harris	Rt Box 53 Stockton GA

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Craig Amos	Rt. 1 Box 124 Naylor, Ga. 31641
Walt Smith	Rt. 1 Box 126 Naylor, GA. 31641
Kacie Smith	Rt. 1 Box 126 Naylor, GA 31641
Lusan L. Bowling	Rt. 1 Naylor Ga

A PETITION

We, the undersigned, hereby petition the U. S. Air Force, Moody AFB and our elected officials to abandon the proposal to establish a bombing-gunnery range in Lanier-Lowndes Counties for the following reasons:

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NAME	MAILING ADDRESS
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Mary B. Saville	726 " "
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Goldie Corbett	Rt #1 Lakeland, Ga.
Cl. Miller	Rt 1 Lakeland, Ga.
Buch Miller	Rt 1 Lakeland, Ga.
Mrs. Cl. Miller	Rt 1 Lakeland, Ga.
Michael Miller	Rt 1 Lakeland, Ga.
Lain L. Lister	Rt 1 Lakeland, Ga.
Larry Lister	Rt 1 Bay City, Ga.
Benny Lister	Rt 1 Bay 47 Lakeland, Ga.
Red Lister	Rt 1 Lakeland, Ga.
Carol B. Lister	Rt 1 Lakeland, Ga.
W. L. Lister	133 Mary Lakeland, Ga.
John Lister	133 " " "
John Lister	133 " " "
Hauette Lister	232 Linda St Lakeland, Ga.
Joe Lister	Rt II Box 1260 Lakeland, Ga.
Max Lister	934 Lister St Lakeland, Ga.

A-111111

We, the undersigned, hereby petition the U.S. Air Force, Moody AFB and our elected officials to abandon the proposal to establish a bombing-gunnery range in Echols-Lowndes Counties for the following reasons:

1. The military-civilian rapport in this area is exceptionally good and it is most desirable to all parties that it so remain. Even the proposal of the range has deteriorated this relationship, and the establishment and use of the range is almost certain to destroy it.

2. The recently released Environmental Impact Analysis is badly flawed in numerous respects. We cite only a few, as follows:

A. It totally ignores the fact that many residents on private property located near or under the proposed flight paths live there by design and choice. We sought the peace and quiet of rural life---the quality of life---and are vigorously opposed to moving it on. We perhaps could become accustomed to the hazards and noise, as suggested in the Analysis, just as we might become accustomed to living in a city, but we have no desire to do so.

B. Others live where they do because they farm and work out-doors, typically hiring labor from nearby towns. The noise will decidedly impair their operations.

C. Numerous existing, occupied homes are not shown on the map (Pg. 38) or not properly located, and the occupants of same presumably were not included in the population count under the 65 DNL or greater noise level (Pgs. 38 & 60).

D. The current operations noise level map (p. 24) is deplorably wrong and could not have been compiled from factual studies. Lakeland and many other areas some distance from Moody are frequently exposed to 65 DNL because of Moody aircraft straying from their prescribed flight paths or altitudes, but the frequency of such deviations in no manner approaches what it is reasonable to expect with up to 288 passes per day over the range patterns where a preponderance of the total flight patterns is over private property--not government property--and with many of the range users being pilots from other bases who are not familiar with any range situation where most of the flight pattern is over or near densely populated non-government land. On what range anywhere else in the USA does such a situation exist? None, we repeat.

E. The Analysis seems to deliberately ignore the fact that the outside (east) runway at Moody is the heavily used runway precisely to minimize flights over the Base housing and more densely populated areas to the west of Moody and north of Valdosta. Usage of the proposed range would dictate much more use of the inside (west) runway and create much more noise over the Base housing and housing area and other densely populated areas, with a resultant increase in nuisance and complaints.

F. The Analysis dwells extensively on how much less noise may be generated if and when Moody converts to the F-16. During its 40 year active life Moody has had many different types of aircraft. Who knows what type aircraft from where would be using the proposed range in years to come?

G. The Analysis totally ignores the problem of jet fuel residue, objectionable to people, livestock and growing crops, now being dispensed and that which would be dispensed and concentrated on private property under the range pattern.

H. One absurdity of the Analysis is the comparison of Alternatives, Pg. 16. There are several non-populated areas in very sparsely populated, timber and/or swamp land in south Georgia and North Florida within 4 to 6 minutes flying time east of Moody, where a range could be established with adverse impact on far fewer people. But only Echols County was considered. Particularly absurd is the fact mentioned on Pg. 18 that a range in Echols would require acquisition of an area 6 x 4.3 miles (16,512 acres) "because a stand-alone range must completely enclose the weapons descriptor." If that is the requirement for a sparsely populated area, how can a range be justified where over half of the "descriptor" is over well populated private property, a U.S. Highway (U.S. 221) and another State Highway (GA 139)?

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Will the defense of such suits and the possible court awards and the ill will make an opportunistic land grab cheap? We think not.

NAME	MAILING ADDRESS
B. C. Wutherington	Rt 4 Box 138 C Valdosta
Buddy Coleman	408 Westfield Dr. Valdosta
Bill Maasman, DMD	Rt 4, Box 137-A, Valdosta
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Kathy, Vance	Rt. 1 Lakeland, Ga.
Robert L. Chance	P.O. Box 305 - RAY - CITY - GA -
John L. Chance	" "
Jim Moore	Rt 1 Naylor, Ga.
Sam R. Miller	Rt 2 Box 300 Lakeland, Ga.
George Bernatchey	Rt #1 Box 82 Lakeland, Ga.
Janice Feltz	P.O. Box 54 Lakeland, Ga.
Howard Rabb	Rt 1 Naylor, Ga.
W. B. Chaves	206 EAST BOSTICK LAKELAND GA.

A. SUMMARY

We, the undersigned, hereby petition the U.S. Air Force, Moody AFB and our elected officials to abandon the proposal to expand a bombing-gunnery range in Baker-Lowndes Counties for the following reasons:

1. The military-civilian rapport in this area is exceptionally good and it is most desirable to all parties that it be preserved. Even the proposal of the range has deteriorated this relationship, and the establishment and use of the range is almost certain to destroy it.
2. The recently released Environmental Impact Analysis is badly flawed in numerous respects. We cite only a few, as follows:

A. It totally ignores the fact that many residents on private property located near or under the proposed flight paths live there by design and choice. We sought the peace and quiet of rural life--the quality of life--and are vituperously offended to find it so. We perhaps could become accustomed to the hazards of living in a city, as suggested in the Analysis, just as we might become accustomed to living in a city, but we have no desire to do so.

B. Others live where they do because they farm and work out-doors, typically hiring labor from nearby towns. The noise will decidedly impair their operations.

C. Numerous existing, occupied homes are not shown on the map (Pg. 38) or not properly located, and the occupants of same presumably were not included in the population count under the 65 DNL or greater noise level (Pgs. 38 & 60).

D. The current operations noise level map (Pg. 24) is deplorably wrong and could not have been compiled from factual studies. Lakeland and many other areas some distance from Moody are frequently exposed to 65 DNL because of Moody aircraft straying from their prescribed flight paths or altitudes, but the frequency of such deviations in no manner approaches what it is reasonable to expect with up to 100 passes per day over the range patterns where a preponderance of the flight patterns is over private property--not government property--and with many of the range users being pilots from other bases who are not familiar with any range situation where most of the flight pattern is over or near densely populated non-government land. On what basis, anywhere else in the USA does such a situation exist? None, we suspect.

E. The Analysis seems to deliberately ignore the fact that the outside (east) runway at Moody is the heavily used runway precisely to minimize flights over the Base housing and more densely populated areas to the west of Moody and north of Valdosta. Some of the proposed range would dictate much more use of the inside (west) runway and create much more noise over the Base building and housing area and other densely populated areas, with a resultant increase in hazards and complaints.

F. The Analysis dwells extensively on how much less noise may be generated if and when Moody converts to the F-15, but ignores the 40 year active life Moody has had many different types of aircraft. Who knows what type aircraft from where would be using the proposed range in years to come?

G. The Analysis totally ignores the problem of jet fuel residue, objectionable to people, livestock and growing crops, now being dispensed and that which would be dispensed and concentrated on private property under the range pattern.

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NAME

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<u>Mrs. Betty J. Moore</u>	<u>Rt 1 Box 95 Naylor, Ga. 31641</u>
<u>John Moore</u>	<u>Rt 1, Box 116, Naylor, Ga 31641</u>
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<u>Judith Moore Simpson</u>	<u>Rt 1 Box 412 Lakeland, Ga.</u>
<u>Clay Finis</u>	<u>Rt. 1 Box 132 Naylor Ga. 31641</u>
<u>Mr. E. V. Hughes</u>	<u>Rt 1 Box 143 Naylor Ga 31641</u>
<u>Mr. E. V. Hughes</u>	<u>Rt 1 Box 143 Naylor Ga 31641</u>
<u>Laura Norton</u>	<u>Rt 1 Naylor Ga</u>
<u>Harvey Dubois</u>	<u>Rt 1 Naylor Ga</u>
<u>Janice Murphy</u>	<u>Rt 1, Box 138F Naylor GA</u>
<u>Kathleen Roberts</u>	<u>Rt 1, Box 137 Naylor</u>
<u>D. G. Roberts</u>	<u>Box 72 Naylor, Ga 31641</u>
<u>Donald Wells</u>	<u>Rt 1 Box 133 Naylor, Ga 31641</u>
<u>Temary L. Pennell</u>	<u>Rt 1 Box 161A Stockton, Ga. 31649</u>
<u>Bert & Betty Moore</u>	<u>Route 1 Box 132 Naylor, Ga 31641</u>
<u>Charles Studdaker</u>	<u>Rt #1 Box 131A Naylor Ga 31641</u>
<u>Grace Finis</u>	<u>Route 1 Box 132 Naylor, Ga 31641</u>
<u>Charles C. Finis</u>	<u>Rt 1 Box 132 Naylor, Ga 31641</u>
<u>K. M. Carter</u>	<u>Rt 1, Box 129, Naylor Ga</u>
<u>James B. Roberts</u>	<u>Rt #1 Box 126 E Naylor, Ga 31641</u>
<u>John L. Moore</u>	
<u>Mr. & Mrs. Warren Duncanson</u>	

A PETITION

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John W. Smith	Rt 1 Box 107 Naylor Ga. 31641
James W. Proctor	Rt 1 Box 109 Naylor Ga. 31641
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Ellen Lane	Rt 1 Box 8 Naylor, GA 31641
Mr. Gary Foster	Rt 1 Box 8C Naylor Ga. 31641
Mr. John Lewis	Rt 1 Box 8C Naylor Ga. 31641
Mr. John N. Lewis	Rt 1 Box 8C Naylor Ga. 31641
John W. Foster Jr.	Naylor Ga. RT 1 BOX 8
Mr. Ernest McQueen	Rt 1 Box 108 Naylor Ga. 31641
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Jennifer L. McQueen	Rt 1 Box 108 Naylor Ga. 31641
Josephine Lane	Rt 1 Box 107 Naylor Ga. 31641

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But, we don't want the existing hazards multiplied by a weapons range that could be put somewhere else and resent an Analysis so filled with fiction and short on fact.

In conclusion, a number of those signing this petition are resolved that should the range become a reality they will suffer damages and seek redress in the courts.

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John L. L. L.	St. 2 Lakeland, Ga. 31635
John L. L. L.	St. 1 Lakeland, Ga. 31635
John L. L. L.	Lakeland, Georgia 31635
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John L. L. L.	and Lakeland, Ga. 31635
John L. L. L.	510 Lakeland, Ga. 31635
John L. L. L.	412 Lakeland, Ga. 31635
John L. L. L.	300 E. Main St Lakeland, Ga 31635
John L. L. L.	310 E. Main St Lakeland, Ga
John L. L. L.	266 E. Main St, Lakeland, Ga.
John L. L. L.	P.O. Box 35 Lakeland Ga.

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A. It totally ignores the fact that many residents on private property located near or under the proposed flight paths live there by design and choice. We sought the peace and quite of rural life--the quality of life--and are vigorously opposed to giving it up. We perhaps could become accustomed to the hazards and noise, as suggested in the Analysis, just as we might become accustomed to living in a city, but we have no desire to do so.

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E. The Analysis seems to deliberately ignore the fact that the outside (east) runway at Moody is the heavily used runway precisely to minimize flights over the Base housing and more densely populated areas to the west of Moody and north of Valdosta. Usage of the proposed range would dictate much more use of the inside (west) runway and create much more noise over the Base building and housing area and other densely populated areas, with a resultant increase in hazards and complaints.

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M. W. Lantz	Rt. 9 Box 511

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William S. Sweeney	Rt 1 Box 84A Maylor, GA 31641
Lillian Sweeney	Rt Box 54A Maylor, Ga 31641
Rita P Carter	Rt 1 Box 54, Maylor, Ga 31641
Thomas L. Fister	Box 53B Maylor, Ga 31641
Mr & Mrs Jerry Dunnett	Rt 1 Box 53A, Maylor, GA 31641

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Mr. & Mrs. J. H. Hooten	Rt. 4 Box 100 Valdosta, Ga
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2. PUBLIC COMMENTS: HEARING TRANSCRIPT

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WEAPONS RANGE MEETING
Lakeland, Georgia

(Meeting was called to order at 1900 hours, 15 August 1985.)

COLONEL FOWLER: Good evening, ladies and gentlemen. I'm Colonel Fowler. I'm Chief Judge of the United States Air Force Trial Judiciary, Fourth Circuit, Denver, Colorado. I've been assigned the responsibility of conducting this public hearing on the Draft Environmental Impact Statement which has been filed by the Tactical Air Command, a part of the United States Air Force. My role in this proceeding is simply to conduct the hearing. My past experience has been judicial in nature. Although I am not knowledgeable about the details of this Environmental Impact Statement nor the Wimmersville Weapons Range, we do have others here who are knowledgeable. I will not make a decision nor offer a recommendation concerning this proposal. I have not participated in developing the plans for this Range, nor have I rendered any legal advice with respect to it.

Now, the purpose of this public hearing is really twofold. First, it is to provide you an opportunity to present your views to the Secretary of the Air Force, to the Tactical Air Command, and to the Commanders from Moody on the environmental impact on your community which would result from the building and using of this Range. This also permits the Tactical Air Command to receive representative samples of the public opinion on their proposed document. Such comments which you may want to make may be either verbal or they may be written. Secondly, this meeting provides you with the chance to receive information on the proposed Range and to ask any questions that you might have. This affords the Air Force the opportunity to clarify their position. This meeting is intended to be and will be informational in nature.

The transcript of this hearing will be forwarded to the Tactical Air Command and to the Oak Ridge National Laboratory, who prepared the initial statement, for use in preparing the Final Environmental Impact Statement which is used in the decision making process. All oral statements and questions are being recorded verbatim by Mrs. Chaple, a qualified court reporter. The proceedings are also being recorded on tape as a backup. Any written statements will be attached to the transcribed record and considered just as all oral statements or comments.

At this time, I wish to introduce to you Colonel Redden, the Vice Wing Commander at Moody, and Mr. Chavez from Headquarters TAC. Colonel Redden will give you in a very short time the nature of the planned use of the Range and Mr. Chavez will describe the anticipated environmental impact on your community. Also with us to assist this evening are several officers from Moody and from Headquarters Ninth Air Force. These people are knowledgeable in the area which we intend to discuss this evening.

COLONEL FOWLER: Now, the ground rules for this hearing are few and simple. As you entered, those of you who wish to make statements were asked to sign an attendance sheet, printing your name, your address, and the name of any organization which you may be representing. In addition, if you wish to receive copies of the transcript, you may do so, and there will be a sheet later on in the evening after the meeting placed in the same place where your sign-in sheet was placed and if you wish to receive a copy of the Final Environmental Statement, you're entitled to that. All of those who have signed up to make some statement this evening will automatically receive your copy of the Environmental Impact Statement. If you have not signed up and you wish to receive a Statement, give us your name and address and when it is prepared you may receive a copy upon paying a proper fee.

As to oral statements, individuals in this hearing will be permitted to speak for five minutes. Individuals who represent a group are permitted to speak for ten minutes. I might say that those are rules which I have the power to waive and certainly if you have things that are important to say, things which bear on the issue, and it takes you a little longer than five minutes, then you certainly may have my indulgence and I will give you more time. After your name is called, if you will please come to the microphone which will be placed there to my left near to the jury box, please state your name, your address, your occupation or your employer, and the name of any organization which you may be speaking for. And, it is very helpful if your name is other than Smith or Brown or Jones if you would spell it so that we have it properly upon the record.

This hearing is informal. This is not a courtroom this evening and cross examination of the speakers or members of the Air Force or of the audience in general who wish to be heard will not be appropriate, nor would argumentative-type questions which are really intended to be statements and not questions. You will have an ample opportunity to make statements before the question period. If you want to make a written statement and do not have it ready, but you desire to have it included in this transcript of this hearing, you have approximately two weeks to furnish that. It must be postmarked by the 3rd day of September 1985 and it should be sent to the address which you will find at the bottom of the second page on the handout that you were given. Now, a little later on we're going to put up a slide which has that address on it for you in case you don't have a handout and again, near the end, that slide will be shown again. Also, if you lose your notation or you lose the paperwork you have before you there which has that address, you may contact Captain Whorley out at the base. He's the Information Officer. The Base Operator will know who to get for you if you describe his function. He's the Information Officer for the base and his phone number---I'll give it now, but you can get it from the operator also---is 333-3345.

COLONEL FOWLER: Now, we're going to proceed from here by having, first, Colonel Redden brief you on how this Range would work operationally and other matters that are of interest operationally. Also, we will follow him with Mr. Chavez from Headquarters TAC who will discuss the environmental impact. After that, those of you who have furnished to me your requests to speak will be given the five minutes apiece and we will continue until you all have the opportunity to be heard. And following that will be yet a further time for questions if you have them.

I understand that we have some dignitaries with us today. I understand that Mr. Jim White, Chairman of the Lanier County Commission, is with us. Also, Mr. James Watson, who is the Lanier County Sheriff. Mr. Earnest Nigil, the Valdosta Mayor, Mr. Roquemore is here, and Representative Patton, who is a Georgia State Representative, is also with us this evening.

Colonel Redden, if you're prepared.

COLONEL REDDEN: Ladies and gentlemen, on behalf of the Wing Commander at Moody, Colonel Buster Glossen, I'd like to thank you for coming to the hearing this evening. We'd like to start the hearing with a briefing on the background of why we're proposing a Weapons Range on the land we've been able to possibly obtain adjacent to Moody, and then give you some insights into how we plan to use that Range and how the flying impact will impact on our operation at Moody.

Ladies and gentlemen, this slide depicts the Weapons Ranges that are currently used by the squadrons at Moody Air Force Base. The mission of the squadrons at Moody Air Force Base are to deliver air-to-ground weapons against ground targets. We also have a secondary mission of an air intercept role. That mission is the mission we currently have for the F-4 aircraft which we're flying and the mission we will continue to have for the F-16 aircraft, the aircraft that we expect to transition to during the next two years. We foresee that we will have that mission for tactical aircraft stationed at Moody at least through the year 2000.

Now, it may be difficult to read for some of you in the rear, but when you look at the Ranges that we go to and the distances we have to go---we sometimes go to the Eglin Ranges located on the Florida coast, a distance of some 150 miles; we travel 125 miles to the areas down at Pine Castle and Avon Park Range Complexes run by both the Air Force and the Navy; and then 90 miles over to Townsend and Fort Stewart Ranges on the coast. We are limited somewhat in the use of those Ranges in only the Townsend Range near Savannah and the Eglin Range Complex, some 125 miles away, or, excuse me, 150 miles away, allow us to strafe; allow us to use our cannon that we carry internal to the F-4 aircraft.

COLONEL REDDEN: We are also limited in the use of those Ranges in that we are sometimes inhibited by the fuel that we use to get over there. If we have bad weather en route or we have marginal weather back at Moody, we can only drop part of our bomb load, so we get an incomplete training mission. The F-4 normally carries nine practice bombs. It is not uncommon at any of the Ranges that we currently use, to have to go to those Ranges and only drop three of our bombs because of the fuel we require to come back and safely land at Moody with enough fuel reserve to go to another base if necessary, if our field should close because of bad weather. Additionally, of course, we own none of these Ranges and it's quite a scheduling difficulty to get time on them. And, obviously, the priority for the unit at Moody is lower than that for the units that own those Ranges.

I believe, as most of you are familiar, in 1981 the Department of the Interior was directed to review the lands that they held for the feasibility of returning them for the use of another government agency or returning it to public domain. This parcel of land depicted here in yellow (indicating the slide), the proposed site of the Weapons Range, became available as transfer of land to another government agency. That parcel of land is some 5900 acres.

The proposed Weapons Range at Moody was not part of any programmed range development planned by Tactical Air Command. The normal cost of a Weapons Range, because of the acquisition of the land, the support that you have to run to it---power, water, support buildings to be occupied by Range personnel that sometimes live there during the week the Range is in operation---makes a Range quite costly. The opportunity to develop a Range adjacent to Moody would enable us to build what we call a Class A Weapons Range at one-fifteenth to one-twentieth to the cost to the tax payers that it would normally cost to build a Weapons Range of this sort. We would expect the cost of the proposed Weapons Range to be less than one million dollars, were it to be approved and were it to be built.

The slide that you see here (indicating the slide) is in more detail of what the Range area would be. I know those of you in the local area are very familiar with the highways depicted here: Georgia 31; 221; the Banks Lakes area; and we're talking specifically here about the Range boundary itself. This somewhat bell-shaped figure right here (indicating the slide) is what we call a weapons footprint. A weapons footprint for a Range is that area upon that land that we expect the ordnance that comes off of those aircraft, or is fired from those aircraft, to impact in. We are required by regulation to insure that that weapons footprint encompasses land that is either owned by or controlled by the government. We're also required to have a minimum of a two nautical mile boundary which provides a safety boundary to the surrounding environments. This is the weapons descriptor that we have on the Range, or the proposed Range, for Moody.

COLONEL REDDEN: This will give you some detail of what the Range itself would actually look like (indicating the slide). The area outlined with the thick black line there is the actual impact area and support area for the Range. Now, that parcel of land consists of approximately 450 acres. The remaining acreage of that 5900 acre parcel would be left in its natural state.

Now, if you remember the larger slide, we have here the bomb target which we drop our bombs on. The bomb target is oriented for a southerly run-in so that when aircraft release ordnance in a bomb run, they are releasing that ordnance toward the government land that consists of the Federal reservation at Moody Air Force Base.

The strafe pit that you see here is the area we fire our guns at. That is not on a true southerly heading. That is more to the southwest. Again, it is oriented to head toward that Federal parcel of land that is Moody Air Force Base. This area in yellow here (indicating the slide) would not be cleared. That would be left in its natural state. We depict two foul lines here to describe the different type of guns we have. We would expect to have a 30 millimeter cannon fired in this Range. A 30 millimeter cannon would have a 3,000 foot foul line and it's fired 3,000 feet from the targets that are in this area (indicating the slide). The 20 millimeter cannon that we normally carry on the F-4 has a 2,000 foot foul line and it would be located right here (indicating the slide).

When we fire guns on any range, all Air Force aircraft set a maximum of 100 rounds, unless they're on a Tactical Range. This is not a Tactical Range. This is a Class A Range. That provides a mechanical limit for the gun so that in the worst case, if that gun were to fail and to run away---and by run away I mean were the pilot to depress the trigger on the gun and the gun would jam and fire out those rounds---only a maximum of 100 rounds would be fired. This is designed to provide that safety point so that none of those rounds would go outside that bell and, in fact, before the pilot pulled his nose up, the majority of the rounds would impact in this area here just past the strafe pit (indicating the slide). So, there's an adequate safety boundary that's built in there.

I'd like this evening to show you, also, some of the things that we'll be dropping on this Range. The first of these is a Mark 106 Bomb (showing a sample bomb). This is a practice bomb that weighs approximately four and three-quarter pounds. It simulates a level delivery for a retarded bomb. By a retarded bomb, I mean a bomb that has some type of drag device, like a parachute, so that when you drop it, it drops and retards and the aircraft can escape from the area before the bomb explodes, and then the bomb will hit the ground. It is aerodynamically designed to simulate that type of release.

COLONEL REDDEN: The other bomb that we'd drop there, or would plan to drop there, and is commonly dropped on all Weapons Ranges, is what we call a BDU-33, a blue bomb (displaying a sample bomb). This bomb weighs about 23 and a half pounds and it's a practice bomb that simulates the aerodynamics of other bombs that we drop from our aircraft in the normal delivery. By other bombs, I mean a 500 pound bomb or a 2,000 pound bomb, or a 1,000 pound bomb. By its aerodynamic design, it simulates the flight path of that bomb, so we can drop it from a variety of deliveries and get the same practice as we would dropping actual ordnance.

Now, this is practice ordnance. It's not inert ordnance. And the difference is, when we drop practice ordnance, we carry a spotting charge on it. This is a spotting charge (displaying a sample). Actually, it's an empty tube. It was a spotting charge. But, this is the spotting charge that goes into a practice bomb. This has about the wallop of an 8 guage shotgun shell. It has a slight percussive effect. The caps on the front of those bombs hit and it causes a smoke charge to come out of the bomb. That allows the optical and the visual sights on the Range Tower depicted on that to score the bomb by triangulation, compare where the bomb impacted to give you a score on the bomb. But that's the percussive effect of the detentative effect that you would find on one of the practice bombs.

When we strafe, as I mentioned to you before, we use two different sized guns. The first of these is a 20 millimeter shell that I have here in my hand. This is a practice round. All practice ordnance that the Air Force and the other services carry that are related to practice are painted blue. This is the size of the slug that comes out of that round (displaying the slug). This is just a solid lead slug that is fired out of the 20 millimeter cannon. We occasionally have to do maintenance on the Range to disc up those rounds and recover the metal that's left in the area of the strafe pits.

This is 30 millimeter cannon shell (displaying the shell). This shell is a shell that is carried in the turret gun in the A-10 aircraft. We also have 30 millimeter gun pods that we are carrying in the boot and we are required to do familiarization training with these every six months. This casing remains with the aircraft and this is the size of the slug that comes out of the 30 millimeter shell (displaying the slug). This is also solid. There is nothing inside of it. It hits the ground and is scored. It goes to an Acustascore and Acustascore, the Range targets or strafe targets pick up the passage of the shell through a series of microphones and give you a score of how many rounds hit the target. So, that's the range of things that we will be expending---that we do expend on a Weapons Range---and that we would propose to expend on the proposed Range.

COLONEL REDDEN: This slide depicts the targets and the patterns that we would fly over the proposed Range. I would point out to you that this larger black line encompasses the restricted area that goes all the way around the Range with this interior line being the real Range boundary (indicating the slide). You'll notice that the city of Lakeland is depicted as a no-fly area. A no-fly area is the area that we put around the vast majority of towns that we have traffic flying in or near. It means that there is a one nautical mile circle drawn around that town and it's up to an altitude of 1500 feet we are to avoid flying over that town. I know you say it's not a no-fly area; you have aircraft that fly through here a lot. You see aircraft flying overhead. We fly overhead, but no lower than 1500 feet. That's not depicted for the towns of Naylor or Delmar because we don't foresee traffic patterns moving into that area. If that were the case, we would designate them as no-fly areas. That's a common practice for most of the areas that we operate in.

When we describe the patterns here (indicating the slide), these are the conventional patterns that we would normally fly and the ground tracks that you see on those patterns are the bomb circles for strafes and for our tactical patterns. And that would be the ground track that we would fly. The nominal pattern altitude, that is the lowest pattern altitude that we would fly on any of those paths, away from the proximity of the impact area, is about 2500 feet above the ground, at the lowest. That's about a thousand feet above what our normal pattern altitude is back in the traffic pattern at Moody.

One of the questions that was raised at the scoping meeting was the possibility of locating a Weapons Range in Echols County and away from the land that would be adjacent to Moody and, of course, about the areas that many of you live in or near.

This depicts a larger schematic of our area describing our military operating areas Two A and Two B, with Echols County underlying it, and two military training routes that run through that area (indicating the slide). The military operating areas that I've just mentioned were military operating areas that were established when Moody was an Air Training Command base. They have been altered somewhat since Moody became a TAC base to encompass some degree of low altitude training that we do. We do some low altitude training in the Two B MOA in the southern part over Echols County. We do intercept training, the second half of the mission we're responsible for that I told you about, in the higher altitudes in both the Moody Two A and Two B MOAs. Those military operating areas are also used by a lot of other agencies: the Georgia Air National Guard from Dobbins; the Navy out at Cecil Field; aircraft from Eglin, the F-15s that fly out of there; the Air Defense

COLONEL REDDEN: School that trains out at Tyndall Air Force Base sometimes comes up and uses that airspace at high altitude. That is not supersonic airspace, nor is it ever intended for that to be supersonic airspace. But it does provide us with roughly forty percent of our training.

When you look at the siting of any proposed Weapons Range in this area down here (indicating the slide), it does two very serious things to you. One, because the ceiling of the Weapons Range ends up being 10,000 feet. That's the height to which the restricted airspace will go over the proposed Weapons Range and a nominal height to which any ceiling would go over any Class A type Range---the type we're describing---the development and establishment of a Range and the routes in and out of that Range in this vicinity would effectively close off the majority of the Two B MOA. It would, in effect, cut the training airspace available to the Wing at Moody in half. In addition to that, the siting of the Range in this vicinity would also cause the closing of these two military training routes (indicating the slide). One is what we call a VR route, a visual route that's flown only under visual flight rules clear of clouds. The other is an IR route, IR 16, which may be flown under instrument flight rules and is used quite frequently to train for SAC aircraft like B-52s that fly those routes. Those routes are flown quite heavily by all the Department of Defense agencies. And closing them would have quite an impact on not only our training, but the training of an awful lot of military units.

When you try and look at the possibility of shifting those military operating areas to some other location as an alternative to moving them out of the way and finding another place to put them, we were fortunate because they were established by the Air Training Command in the early days of Moody after World War II and its development as an Air Training Command Base, but the growth of a lot of areas around them preclude moving those areas. If you look to the south, we're bounded by the Live Oak military operating area, the area that supports some of those ranges to the south like the Pine Castle Complex, Lake George, and Lake Stewart that were on one of the original slides, and that military operating area closes off any location to the south. If you look to the east, we have the Okefenokee Swamp. Now, I can't imagine any circumstance that the Air Force would ever consider trying to propose using any of that wildlife refuge or any of that area as a potential training area. That's totally out of the question.

When we end up looking to the north and to the west on the other side of Valdosta, the route structure for the VR routes and for the instrument flight routes and the higher altitude routes block out the locations of the MOA over in that area. So, we're really precluded from the relocation of those military operating areas in any near proximity to Moody. The location of them at any great distance from Moody would, of course, end up having as great an impact on our training as does the Weapons Ranges that we have to fly to now.

COLONEL REDDEN: Now, that essentially, ladies and gentlemen, is a brief overview of some of the operational impacts and the intents we have of using the Range. I will be available, as well as many of the other officers from Moody and from the Ninth Air Force staff to answer any of your questions after the meeting. Again, I'd like to thank you for attending and I'd like to now turn over the briefing to Mr. Chavez.

MR. CHAVEZ: Thank you, Colonel. Good evening, ladies and gentlemen. I'd like to welcome you to the meeting tonight and thank you in advance for your participation. I see several faces that I remember back on the 5th of March, so it's good to see the same involvement and people interested in what is happening in your local community.

The National Environmental Policy Act of 1969 requires Federal agencies to prepare Environmental Impact Statements on actions that could significantly impact a local environment. Air Force procedures implementing the National Environmental Policy Act encourages public involvement and your participation at various points helps us to focus attention on the real issues and provides the decision-maker---in this particular case it will be Under-Secretary for Environmental Installations at the Pentagon---to make a good, rational decision; one that is fully disclosed of all of the relevant information. So, your participation in this with us throughout our process is greatly appreciated by me personally and I'm sure I'm speaking as well on behalf of the Oak Ridge National Laboratory and the rest of the people who are involved in the process.

Our public participation program includes the following points (indicating the slide). The notice of intent to prepare an EIS, or the Environmental Impact Statement, was published in the Federal Register on the 31st of January. We held the scoping meeting on the 5th of March to determine significant issues that were to be analyzed in the EIS, and to also identify consultation requirements with state and other Federal agencies.

Our public comment period was initiated by filing the Draft Environmental Impact Statement with the Environmental Protection Agency on the 7th of July and also with the announcement of the opening of the public comment period which was published in the Federal Register on the 19th of July. Now, during the public comment period, the interested public, state, and Federal agencies are afforded an opportunity to review the draft and to make comments on its adequacy. The public hearing, which is being held tonight, is to provide an opportunity for oral comments.

MR. CHAVEZ: All relevant issues will be responded to in the Final EIS. The Final EIS will be circulated to those individuals that have commented on the draft. That's either in writing or orally, as we're going to do tonight. Copies will be sent to local libraries and a limited number of extra copies of the Final Impact Statement will be available on a first come, first served basis. The Air Force will not solicit public comment on the Final Impact Statement.

The last part of the public participation program involves news releases and announcements. Those have been made over the time that we have been doing this process. We will continue to make announcements as we reach various milestones in the process. We do this to try to keep you informed and to make sure you are aware of when we need your input.

This slide provides an overall perspective of where we've been, where we are, and things yet to be done. In other words, this is our time line or status line (indicating the slide). We have just discussed items down through five of the Final EIS. I'd now like to concentrate on some of the latter items, starting with the waiting period, which is a thirty day period after we file the final impact statement with the Office of Federal Activity. A notice will then be published in the Federal Register seven days after we file the Impact Statement with EPA. That then starts the thirty day clock in which no decision can be made by the decision-maker. He must wait until after that thirty days. So, as you can see here, we're anticipating a decision of whether to build the Range or not build the Range by the end of the year. Should the decision be in the affirmative, then we would expect a contract award in January of '86, Range construction through September, and then the Range should be in operational use the latter part of September, the first part of October.

As I said, this is the slide that shows you pretty much where we're at in the process. I would now like to share with you some very brief thoughts from those things we have found in analyzing those issues that you've brought forward to us in the scoping process.

This does not cover all the environmental attributes that we considered in the Impact Statement, just those major areas that we've identified through the scoping issues, as I've indicated (pointing to the slide). Each of these will be covered by an individual slide.

The Draft EIS analyzed three conditions or cases that could dictate noise levels in the local environs around the Range. The first six months we anticipate the Range will only be used by F-4s that are assigned to Moody Air Force Base. As Colonel Redden indicated, in a couple of years we anticipate F-16s being assigned to Moody, and in that case, with the conversion, the Range would then be used by the F-16s assigned to Moody.

MR. CHAVEZ: The third case is that in which nonparticipating aircraft---or, excuse me---non-Moody aircraft that would, on an infrequent basis, come in to use the Range. I'd like to point out that in the noise analysis that generated the controversy you saw in the EIS, are based on full Range use. And let me emphasize that. They are based on full Range use. Less usage of the Range would result in a lower cumulative noise level.

The first item that we see on the slide indicates the range of households, people, and churches that would be exposed to noise levels greater than 65 decibels. That is a day/night level; an average day/night noise level. If only the---As I said, this is what we see with the F-4s. If only the F-16s were to use the Range, those numbers would reduce for household to 41, for people 140, and no churches would be involved in the noise contours. Again, as I said, less aircraft using the Range results in less noise.

In the worst case, about 15 people living in the 75 decibel day/night noise, average noise level range and above would be expected to lose no more than 4 decibels of hearing. The Environmental Protection Agency guidelines indicate that a loss of 5 decibels or less is not significant. To give you a contrast of what 75 decibels may seem like on a cumulative time period, it is very typical of a kitchen. Occasionally you have the range hood going. The individual noise level from that hood could be as much as 90, 95 decibels. Somewhat typical of an individual or a single event of an aircraft flying overhead at the 2500 foot downwind pattern. Realize that the noise levels sound different to you. That difference is based on frequencies. I don't want to get into trying to explain a lot of these particular things and give you an educational briefing on what noise is and what noise does, but this is basically the thoughts that I would like for you to try to digest and understand as we go through this process. So, from a comparative basis, we're looking on a long term basis about 75 decibels, or what you would normally anticipate in a kitchen.

Additionally, those individuals that would be exposed to this type noise would need to be in the area 16 hours a day over a 40 year period in order to receive a 4 decibel hearing loss. It also requires that the individual would have to be in the upper ten percent of the most sensitive of the hearing individuals. It's not likely that anyone will be exposed to this level on a continuous basis 16 hours a day, continuously during that 16 hours over a 40 year period. So, we do believe that our analysis sets the upper limits of potential impact and adequately defines the probability of hearing loss as small and not significant. The number of people expected to be annoyed ranges from 86 in the worst case with F-4s down to 30 with F-16s.

MR. CHAVEZ: And the last item here, some of the recreational activity, we do recognize, could be less attractive because of the noise and the noise environment.

Flight operations approaching Valdosta from the northeast or departing to the northeast could experience approximately three to four extra miles in navigation in order to get around the restricted airspace when it is in use. Crop dusting operations or operators would need to contact Moody to request entry into the restricted airspace. Weapons descriptors can be contained within the Federal property, as you were shown on the slide by Colonel Redden. While there's always the concern for aircraft accidents, key maintenance and operational procedures used by the Air Force have resulted in limited numbers of occurrences. It is recognized there is a possibility, however, based on the past experience, the probability is rather low that an accident would occur over private land.

In terrestrial and aquatic resources, harvesting of the timber in the 450 acre area would be required. In other words, clear cutting would be required in the 450 acres. In that, approximately 15 acres of wetland would be filled to provide a site for the Range Facilities, the tower, strafe pits, and bomb paths. It's possible that during vegetation removal, that some alligators could be injured or killed if the equipment operators did not see them in time to avoid them.

The closing of Shiner Pond Road during operations of the Range might present an inconvenience to local residents who use the road to travel east and west between U.S. 221 and Georgia 125. The Air Force, if the Range is approved, plans to install call boxes at the gates to help minimize those delays.

If the U.S. Forest Service land is transferred to the Air Force, it will no longer be considered entitlement land and consequently, Lanier as well as Lowndes Counties could lose approximately \$5,000 and \$2,000 annually, respectively. This represents less than one percent of the revenue lost and is not considered a significant effect. This effect would be somewhat offset by the timber sales and continued timber management.

The Air Force, in compliance with 36 Code of Federal Regulation Part 800, has surveyed the proposed Range area for archeological and historical significant sites. Four sites were found. Three contained scattered artifacts and data has been collected. The other site contains artifacts indicating repeated human occupation. This site is close to the strafe pit but outside the area that would be impacted.

MR. CHAVEZ: In concluding the briefing, I again would like to thank you for your participation and request that those who want to comment in writing should please send your comments to this address (indicating the slide). Please have your comments postmarked not later than 3 September 1985. Thank you.

COLONEL FOWLER: We are arriving at that point in the hearing where we invite the public to make statements to be appended to this record and we invite your questions. So far, I have only three of the registration forms for questions. I'm sure there are more. If you would provide those by passing them to the middle aisle, Captain Whorley will collect them and bring them to me.

(Registration forms were provided to Colonel Fowler.)

COLONEL FOWLER: Now, if you're not sure at this time that you wish to make a statement or ask a question, but you later decide that you want to do so, inspired perhaps by some of the questions or statements of your friends and neighbors, then please, again, fill out that form and pass it to the center aisle and Captain Whorley will be looking for that and he will, again, bring them to me.

It appears that nine persons present wish to be heard, with the possibility that three others do. The indications for Yes and No were not circled on those three and I will ask you when I come to them whether or not you wish to be heard. These are in no particular order, but there is ample time for everyone. Please remember to confine your remarks to five minutes.

Mr. Bob Bayer is present and would like to be heard. Mr. Bayer.

MR. BAYER: Colonel Fowler, I'm Bob Bayer. I am the Director of Defense and Foreign Policy Legislation for Senator Sam Nunn. He's out of the state this week, but he asked me to comment and to submit his statement for the record.

I'm pleased to provide this statement on the occasion of the public meeting concerning the Air Force proposal to establish an Air-to-Ground Range in Lanier County. This is an important meeting because it provides an opportunity for citizens of the area to be heard concerning a Federal action that could impact their environment. The environmental impact analysis process mandated by law insures that Federal decision-makers have the best possible information concerning proposals which would affect the public. The scoping meeting last spring, the recently published Draft Statement, and this meeting are aimed at insuring that all of the issues of public concern are raised and are addressed.

MR. BAYER: The interests in Winnersville Range Proposal, which have been generated by the public indicate the public's willingness and determination to be heard and are signs of healthy citizenship. I'm proud that south Georgians care enough about the quality of life in this area to participate in this process.

There's no question that the establishment of a Weapons Range close to Moody would be a useful addition to the base and to the Air Force as a whole. This proposal is an initiative of a former Wing Commander who understood the limitations of the base and the opportunity represented by a track of excess Forest Service land east of the field.

Many will recall the checkered history of Moody Field. It was established thanks to the foresight of Lowndes County citizens in the months before World War II and, in fact, was formed from Agriculture Department property. It served as an important pilot training center during the conflict. However, Moody was closed in the general demobilization following the War and was dormant for five years. The increase in aircrew training requirements during the Korean War allowed Moody to be reopened as a fighter training base and later as an undergraduate pilot training installation.

In the mid-1970s, as training requirements diminished again, Moody once again faced the possibility of closure, along with other pilot training bases in Alabama and Texas which did, in fact, close. It was the return of combat forces from Southeast Asia which gave Moody a new mission to justify the continued operation of the base. Even then, the lack of modern facilities and nearby Weapons Ranges have made the base one of the less useful installations within the Tactical Air Command.

It's no coincidence that it took several years for the base to receive its full complement of fighter aircraft after the first F-4s arrived in 1975 or that Moody was one of the last fighter bases in the Air Force in the United States to convert from the F-4 to more modern fighter aircraft. Likewise, facility modernization has lagged other bases, averaging little more than \$2 million a year over the last decade.

It's in the context of this history that the recent decision of the Air Force to equip the field with F-16s is so important to the long-term vitality of the base. Last year the Air Force requested over \$800,000 for Winnersville Range and the Congress approved that sum. This coming year, over \$24 million have been requested for the modernization of the base, and while Congressional approval isn't completed, these projects will also be likely approved.

MR. BAYER: The arrival of the quieter, more capable F-16s, the increase in facility construction, and the possible construction of Wimmersville Range are part of a long-term program to increase the utility of Moody Field to the Air Force. At the same time, these developments also help to insure the continued vitality of this important regional employer. I want to commend the Air Force for its Draft Environmental Impact Statement. Many of the concerns raised at the scoping meeting this spring have been addressed, and I believe that the responses in the Statement indicate a willingness by the base to listen to citizens' concerns and to accommodate them whenever possible. The questions about noise, safety, airspace restriction, and access to the Range have been addressed. Nevertheless, I'm sure that there are additional questions, particularly concerning alternative locations for the Range, and this meeting and the remainder of the public commentary offer opportunities to work through those issues.

The proposed Range would impact some individuals and every effort needs to be made to minimize these impacts and every feasible mitigation needs to be explored. I won't be satisfied until this proposal has worked through those issues.

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Some of the specific issues which I would like to see addressed in the Final Environmental Impact Statement are: noise computations based on the anticipated long-term mix of aircraft types. The noisiest aircraft, the F-4, will soon be phased out of Moody and out of the Air National Guard Unit at Dobbins in Marietta. More accurate estimates of future F-4 use might show a diminished noise flow. I believe it's just as important to paint a realistic picture of noise impacts as it is to provide a worst case description.

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Secondly, it's unclear how much Range activity will involve low altitude flights. Clearly, the impact on surrounding areas is affected by the height of the overflying aircraft. Citizens who will be living within the flight paths of the Range need to have a better understanding of the actual impact of aircraft operations on their lives if they're to make an informed judgement about the acceptability of the Air Force proposal.

42

Thirdly, if there were a limit on how late the Range were used, a quiet hour, if you will, this would be useful in reducing the impact of noise.

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And finally, there needs to be a clear description of the planned recreational use of the Range for hunting and for fishing. While a final recreation plan obviously requires coordination with other agencies, a better description of the anticipated joint usage would provide a clearer picture to citizens of what they could expect.

44 | MR. BAYER: The initial approval of Widdersville Range proposal was based upon the expectation that a Range close to the base would save money and increase combat readiness. These are goals which every citizen can support. A case could be made that the Range would be good for both the base and indirectly for the economy of the area. However, the adverse impacts of the Range operation on individuals needs to be acknowledged and where possible reduced.

Citizens need to feel that alternatives have been considered and that any adverse impacts from the noise or other factors are reduced as much as possible.

Based on the past record of cooperation between the base and the surrounding communities, I expect that, in the coming weeks, we will see further exploration of concerns and alternatives. It is critical that the Final Environmental Impact Statement, which is to be published this fall, provide an accurate description of the environmental impact of the Range on its neighbors and offer the fullest range of mitigating measures.

I look forward to reviewing this document before a final decision is made. This meeting is an important step in that process and I am grateful for the opportunity to participate.

Thank you.

COLONEL FOWLER: Thank you, Mr. Bayer. Mr. Ben C. Wetherington is with us in the audience and he would like to be heard. Five minutes, if you please, sir.

MR. WETHERINGTON: I don't have anything to say.

COLONEL FOWLER: You're not interested in commenting?

MR. WETHERINGTON: No.

COLONEL FOWLER: Very well. Mr. B. Robert Gaskins is with us and has indicated an interest in speaking.

MR. GASKINS: Thank you very much, sir. Sir, the first thing, has the name "Widdersville Range"---I don't know where this comes from. Has that been firmly established? If so, I would like to enter an objection. It should be put somewhere between Scooby Doo and the Smurfs. Number One reason, I believe, according to the tax figures given earlier---and I forget---Mr. Chavez, I believe it was---Lowndes County would lose \$2,000 and Lanier County would lose \$5,000.

MR. GASKINS: Apparently Lanier County has the majority of the Range within the environments of Lanier County. What in the world is wrong with naming the Range, if it's needed---and I don't agree with that---after a war veteran from here? Number One, and I don't know if he's out there or not, but if Muji Lee's out there, stand up and I'll let you see what a war veteran is. You go through Bataan. We've got a man like that around here and then we come up with the name of "Winnersville Range"? Thank you but no thank you.

Okay, Colonel Redden, I believe, sir---forgive me if I pronounce your name wrong---said that the aircraft would be operating at a minimum of 1500 feet. I believe Mr. Bayer---and if I pronounce some of these names wrong, you all forgive me---he wasn't sure about that operating level. Seems to me like those two things should be correlated a little closer. And the reason I was worried about it, I live out there on that highway and a couple of times a couple of them have come over and I wondered about pulling in my chimney.

45

Also, the Colonel mentioned about not using Okefenokee as a target range. Banks Lake is a part now of the Okefenokee. Look at the map on the back of the handout that was being handed out at the door. I believe you'll see that part of the Range extends into the Banks Lake Recreation Area. Also, this part that's called part of the Okefenokee.

Looking at this same map, sir, at your strafe target and using the circle around Moody as a two mile scale---and I have not seen another scale---looking at that and looking at your bomb range and your strafe area together, you have an aircraft coming at a ninety degree angle to your runway. From working at Moody Air Force Base, between that area and your runway, you have a tip tank drop area. If you have aircraft approaching from over Ray City, come in especially on your outside runway, and you have any type of an emergency over your bomb range or with your approaching aircraft, you don't have anywhere to dodge. Two miles at the speed that these aircraft are going---and I have no idea right now of what the speed is that they'll be coming in dropping these bombs, but I'll make a guess and say 120 knots on landing speed. Is that in the ballpark, sir?

COLONEL REDDEN: (Shook his head yes.)

MR. GASKINS: Say that you've got 150 knots on your bomb run. It's 270 knots. Two miles is not a whole lot of distance to play with. I think that should be looked at a lot closer before we say that this Range is needed.

Let me look back on the other side here.

MR. GASKINS: I've gotta disagree with you on one here. You said there's no doubt this Range is needed. Number One, how many days has Moody lost and had to get waivers on for training days in the past twelve months because we couldn't get a Range? Number Two, according to a article in the Valdosta Daily Times, other bases including the Navy will be using this. Okay, but let's go back and assume this thing is needed, that we have lost these training days. I come in right at the end of the Colonel's statement. I wish I had got all of it, but where he mentioned that they're having to go now and drop only three bombs because of having enough fuel to get back, will we experience a fuel savings at Moody? Can we turn back money? Can we turn back enough money to pay for the base, or the Bombing Range?

46 | Another thing that was mentioned, continued timber management. Why should we have continued timber management after the initial cutting?

And last, but not least, sir, there's a man named Bill Hyatt, if he's sittin' out there---I don't know whether he is or not---they can cover up 15 acres of wetlands out there in what is apparently the greatest ecological miracle in the world for a Bombing Range. They can cover up 15 acres. This man couldn't even cover up an acre to put house trailers on and after he did it, had to dig it back out. This decision being made by the same Environmental Control people about the same place, the Banks Pond area.

Thank you very much, sir.

COLONEL FOWLER: Thank you, Mr. Gaskins. Mr. Gaskins has raised several very interesting questions and illustrates beautifully the purposes for which we have these kinds of hearings. As to his first and simplest question about the name of the Range, I understand that there is no magic in the name "Winnersville", that it is a label so that people can have a reference point so that we can refer to it, but that the name is, in fact, open. At the moment, it's a label, just as "A" or "B" would be a label. Colonel Redden, am I correct on that and could you address some of the other questions? I have them written down.

COLONEL REDDEN: I can. Thank you very much for your comments, Mr. Gaskins, and I would reinforce what the Colonel has just said in that there is nothing sacrosanct about the proposed name of that Range. I will tell you that Air Force policy is to name bombing ranges for geographic locations where they are located. For example, in the west we have Red Rio Range and Melrose Range in New Mexico. We have Pointsett Range which is located in South Carolina. Claiborne Range is located in Louisiana. And generally, the Air Force proposes going to a geographic location for a name. There is a process through which we can approve naming a range for an individual, but it is quite a lengthy process and it is frequently disapproved because of the controversy we run into.

COLONEL REDDEN: Now, I might shed some light into the view of Winnersville. Winnersville came as a proposed range because it was felt the name "Winnersville" had a wide geographic application to this area. I'm new to this area. I came here in March and I would only comment to you that we felt that the use of that name was quite a compliment to the people in the local area. We feel that we are fortunate to be geographically located with people that are winners, regardless of whether they are citizens of Lanier County or Lowndes County, and we feel that we ourselves are winners and we felt that that might be an appropriate name.

However, we are certainly open to any suggestions or a name for the Range. And if you would like to propose a name for the Range, we would be more than happy to entertain that. You can use that same process by putting that name through or you can contact our Public Affairs Office at Moody Air Force Base to put that name through.

I'll try to address the questions in order and if I miss, I'm sure that Colonel Fowler will help me out. We talked about the altitude in the area. When I referenced in my comments an altitude of no more than 1500 feet, I was referring to the outside pattern on the tactical pattern, which was away from the impact or target area of the Range. In the impact area and the target area of that Range, when we are actually going to be dropping ordnance, we will be going down to altitudes as low as a hundred feet above the ground. That's on a low angle bomb pass. We are cleared to go down to as low as 75 feet in the strafe pass when we fire the guns. So those will be the altitudes that we go down to.

Specifically to amplify the comments that Mr. Bayer made about the low altitude portion, he was referring to the tactical portion of that Range and the tactical pattern he would fly. Normally what a tactical pattern involves is that you will approach the target at an altitude of 500 feet. At some distance off from that target, you will pull the aircraft up, acquire the target, and roll in to release your ordnance. It simulates dropping a bomb in a higher threat environment where you might have a high density of anti-aircraft guns or missiles. That's a common pattern that's flown on most Ranges that we fly in on this type. Generally, the way the pattern is flown is that on the downwind or the furthest to the east side of that tactical area you saw, we always climb up to a higher altitude and when we turn into the point where we turn into the Range, we usually then descend to an altitude of 500 feet and then pull up to acquire the target. That has to be adjusted for each Range that we fly and, obviously, if you have difficulty with the altitude we fly, you would adjust what we call the pop-up point on that Range.

COLONEL REDDEN: When we talk about the confliction of traffic on the Range and the possibility that we would have with traffic in there, we in fact fly very close to 120 knots when we're in the pattern. Actually, the approach airspeed for an F-4 is around 150 to 170. It's a little bit lower for an F-16. When we drop the bombs, the normal bomb release pattern is between 400 and 450 knots. In fact, the run-in headings for the bomb impact area and the strafe panels are not at a 90 degree angle to the runways but are more parallel to the runway. In fact, the strafe angle, if you look at it very closely on that map, when you run in to strafe, the nose of the aircraft is pointed off to the south end of the runways on the government reservation. That Range and the Range airspace will be controlled by Jacksonville Center. Jacksonville Center then passes the aircraft to Valdosta Approach Control which is located in the facility which is right across the road from the main part of Moody Air Force Base. If, at any time, we encounter an emergency situation and anyone calls that they have an emergency either approaching the field or in the bombing pattern, we immediately suspend operations on the Range. The aircraft in the bombing pattern on that Range hold what we call "high and dry". They go to a higher altitude and simply orbit. They get out of the lower altitude environments where they might conflict with landing traffic.

Many of you may be aware of the fact that we have two runways at Moody. When we would use that Range, were it to be approved, what is now the outside runway, the runway which is away from the main part of the base, the runway which is furthest to the east, that outside runway would not be used. We would go to a single runway operation and we would use the inside runway. The patterns that would be flown to that runway, both visual patterns and instrument patterns to approach it, would be located to the west of the field. The proposal for the airspace that is proposed should the Environmental Impact Statement go through its process, involves deconflicting those patterns with any traffic that we have out of Valdosta Municipal Airport. And if someone has a question about that, I can address that later.

When we talk about the training that's lost, yes, we in fact lose training. Yes, we in fact have a scramble every year at the end of our six month training period to make our gun squares. I have been at Moody Air Force Base since March the 13th. I am in the upgrade program and in upgrade training we go through for every new pilot, I have strafed---I have fired a gun---twice since I've been here, since March, because of Range availability. We lose Range time regularly. It is not uncommon when we go to the Eglin Range Complex, because the Test Squadrons there have a higher priority on that Range, for us to take off, fly to Eglin, let down on the Eglin Range Complex, and as we

COLONEL REDDEN: contact the controlling agents have them tell us the Range has been taken by the Test Squadrons on a higher priority. We have to turn around and go back to Moody. I can't give you an exact quote on the percentage of times that happens. I would probably say a two to three percent occurrence. But, we do in fact lose training. We do in fact have to work very hard to get our semi-annual training qualifications in.

When you talk about the savings of money from that Range because of the fuel that we'll save because of the percentage of our flights that we'll fly in the local area, we propose at the cost of roughly \$800,000 to build that Range, if approved, that we will save enough money in three years time in fuel to pay for that Range. That give you a rough approximation of the fuel savings that we would get over the period of time to pay for the Range. It should pay for itself, if it's approved, because of that savings in about three years time.

Sir, did I miss anything on that list there?

COLONEL FOWLER: You might possibly amplify on one portion of the answer to that last question. I believe Mr. Gaskins was concerned that while we would save a great deal of money at Moody on our own aircraft not using fuel, planes would come from elsewhere, including Navy planes, I believe he said, and use the field, so therefore, where would the balance fall? Would we still save money?

COLONEL REDDEN: In toto, we would save money because when you look at the volume of Range periods that we have and the way that the Range is structured, we would probably have twelve Range periods a day. The normal range of operations of that Range would be eight hours per day. The Range would be open normally within the window of seven o'clock in the morning to seven in the evening. During daytime operations, that obviously will shift because of the change in Daylight Savings Time and daylight hours. In the summer months, when we fly at night, we can expect the Range to possibly be open as late as eleven o'clock at night. During the winter months, it's going to close a lot earlier, of course, because nightfall will occur around six or seven in the evening and our flying schedule would get over a lot quicker. We fly on the average of, on an average flying day, about sixty plus sorties out of Moody. The Range probably has the capability of handling about 36. We don't fly because of our varied missions over fifty percent of sorties that are flown on one day on a scorable Range.

COLONEL REDDEN: So, there is the potential of other units to use the Range. Other units would use that Range much the way we use their Ranges. It's excess capability that they try to schedule because they can't get everything done on a local Range that they use. Part of that's enhanced by the fact that some of the units would fly the training routes that I talked about, a thousand two and a thousand one on one of those charts, that would allow them to get off that training route in close proximity to the Range, come in and use the Range, and then go back to their local station. That would give them good training.

Most of the charts that I showed you and most of the Ranges that we use, we do not have any low level routes that we can use in the approach of those Ranges, so we're sort of limited in the training we do because normally in the tactical mission, in the tactical fighter, we would expect to fly the last portion of that mission at low altitude on our ingress into what we would call the target area. So that would just provide another training opportunity for the Ranges.

I would also say that any amount of Range training that you want to do is enhanced by going to strange Ranges occasionally. You know, going to a Range is just like playing a golf course that you know real well, or bowling on the same bowling lane, or playing ball on the same field when you've got the home field advantage. Knowing that Range well and knowing exactly when to turn when you see this tree come by, etcetera, etcetera, etcetera is fine to one degree, but it doesn't hurt someone in the process of their training to get them out to another location where things look a little bit different to them to see how well they can drop bombs. So that's an advantage that any unit would want to take advantage of.

If we talk about a general number of aircraft being thirty-six aircraft with a potential to use that Range in one day, we would probably have a maximum of eight aircraft that would come from outside the local area to utilize that Range. That would probably be a maximum for exactly the reason that Mr. Gaskins talks about. It's a long haul if they don't have to come up here, and many of them don't. But, some of them would.

COLONEL FOWLER: Thank you, Colonel. Mr. Terry Bennett is with us and he is concerned about noise levels and property values and would like to be heard. Mr. Bennett.

MR. BENNETT: I had several other things that I wanted to comment on, but a lot of them's already been covered. A couple of things that you just brought up, can I mention those before I go into what I wanted to ask about?

COLONEL FOWLER: You have five minutes, sir.

MR. BENNETT: Thank you. You were talking about the advantage of knowing a particular Range. Well, what useful purpose would that have because if, you know, when you're practicing and learning how to bomb and strafe and all, you know, if you're over in enemy territory, you don't know that Range, so what is the advantage of that familiarity? I don't see that.

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In the newspaper in the Valdosta Daily Times there was a comment made a few weeks ago that why couldn't we have some test runs made where the Bombing Range is going to be so that the people like myself who live within that Range can find out exactly what the noise level is and not compare it to the fan in our kitchen, because that don't do anything for us. If we could actually have some test runs, flying the test patterns just like they would if they were going to drop the bombs and everybody was notified, they could find out exactly what the noise level was going to be and how it would affect them.

As far as using these other Ranges, if we have Ranges that's within 12 minutes, I can't understand why there's a problem in flying 24 minutes, you know, there and back. And we can only carry so many bombs because we can only have so much fuel to get back. You know, if we can't fly 24 minutes or 180 miles, then the aircraft---what good would it be in a wartime situation anyway?

My biggest concern is I live out on the highway between Lakeland and Valdosta right there at Grand Bay and from what I've seen on the map, that's the area that the planes are going to be pulling out. Is that correct?

COLONEL REDDEN: No, they'll be pulling out towards the base.

MR. BENNETT: Towards the base?

COLONEL REDDEN: That's correct. All the run-ins will be to the southeast and to the south. They'll be pulling out toward the field, climbing to altitude and then flying back toward the Banks Lake area.

MR. BENNETT: They're going to be flying in from the south? What direction on the map?

COLONEL REDDEN: If you're talking about flying into the Range, there are two entry points to the Range area, a southern entry and a northern entry. When they are flying in the bombing patterns themselves, the deliveries are made to the south and to the southwest. They actually point the nose toward the target heading to the south and southwest. They pull off, flying back up, and are at altitude heading back towards Banks Lake before they turn to go back into the Range.

MR. BENNETT: Okay, I think I'm one of these 75 people, possibly, that's going to live within the 75 decibels and, you know, what I would like to know is how that is going to impact the value of my property that I have right next to Grand Bay there.

COLONEL FOWLER: Well, address your questions to me, please, and make your comments. We'll get the Colonel up to explain that in more detail than he can do answering question by question.

MR. BENNETT: Okay, that pretty much covers it. I think everybody else asked all the questions that I have.

COLONEL FOWLER: Thank you, sir. Thank you, Mr. Bennett. Colonel Redden, he had several questions that possibly you can answer. Why not have test runs to see what the sound would be like in the area? Secondly, why is 24 minutes of flight in a round trip to a Range elsewhere so bad, after all? And third, do we know anything---and perhaps Mr. Chavez may have to address that one---about what these flights may do to values of land in the area?

COLONEL REDDEN: When you talk about the training that you do on the Range and a normal profile, what a training mission would look like, every time we fly a training mission we try and get as much training out of it as we can. We oftentimes go to a Range, drop bombs if we can, go up and do intercepts on the way home using the MOAs that we talked about, and then fly practice approaches, two or three, before we recover to the field. The 24 minutes that you reference, at least at one of the Ranges---the one at Eglin Complex---is a one-way trip. That's 48 minutes of fuel, 15 minutes on the Range. And if you end of flying 12 minutes, you've been a half an hour there. You've ended up with .7 flying time and you fly about 1.3 hours for a normal sortie. That's about what our normal flying time allocation is. The flying time allocation is based on the dollars that we have to pay for our flying time---your tax dollars pay for it---for our training allocation. We have an average sortie duration that we fly during the course of the year for our flying hours. That average sortie duration is about 1.3 hours or about one hour and 15 minutes. We have to fit our training schedule within the concepts of that and accomplish a number of events on each one of those missions that we fly.

When we talk about what's wrong or what you see about the need of having a basic gunnery range, the advantage if you have a basic gunnery range is that you've got to teach a lot of people who have never dropped a bomb before how to drop a bomb and then teach them how to do that in a very, very adverse environment when all they have to depend

COLONEL REDDEN: on is what their own concept of the relation of the ground, the angular relationship of their aircraft to the target is, and the angle that they're rolling in at, at a speed of about 500 to 540 knots when they first roll into attack authority. That's 500 to 540, roughly 500 miles an hour across the ground at low altitude and when we fly in combat we'll be flying at altitudes lower than 500 feet and it's very, very difficult to teach someone unless they have the basic Range to start with to learn how to do that. The advantage, again, of a basic gunnery range of the type that we're talking about is flying your tactical deliveries or flying a basic gunnery pattern and having known points. For example, when you fly in a dive bomb pattern when you're on base altitude, that last point that's going to be near your home before you roll into the target, if you're roughly about 12,000 feet displaced along the ground to the target, you're probably in a pretty good position to get the dive angle you need to drop a good bomb and roll into it. The fact that you have a Range like this that allows basic practice---and that's what a Class A Range is for---allows the young man that's just starting out to get that reference. It allows old men, like myself, to refresh our references, too, because we need that practice also.

So, there's a combination of training that is done during the course of time that we train our aircrews. It starts at a relatively basic level that exist on a Class A Range, which we call conventional gunnery practice, and it develops when we go to a tactical range like we have out west; it is a tactical scenario flown with aggressive aircraft and threats where we go in against simulated threats and fly in a very, very realistically simulated combat environment. But, it's a learning block approaching training that we use when we get to it.

When you reference what you get for an airplane that will go for a range in combat, one, we have fuel requirements for our fuel reserves here that are on the very, very conservative side. Obviously, all of you are either natives or have lived in the southeastern United States for a long period of time. You know that the weather here is rapidly changeable in the thunderstorm season. Morning fog, etcetera, can roll in very rapidly no matter what time of the day or the night that you might be flying or even driving or working. You can have a rapid change in the weather. So we set fuel reserves that are pretty high. We wouldn't use fuel reserves that are that high in combat. If you had a mission that was long range in combat, we'd also use tankers to do it. There's no doubt about it, if you use a low altitude mission anywhere you do use a lot of gas in any type of jet aircraft.

That may not have answered all your questions. I'm sorry I can't answer your question about the property values. I don't have an answer to that and I don't know if Mr. Chavez does. Do you have any information on that?

MR. CHAVEZ: I will give a few words and then we'll get some more information.

COLONEL REDDEN: We'll be glad to get more information for you after Mr. Chavez addresses that.

MR. CHAVEZ: Within the Tactical Air Command, we have 26 actual flying bases. One of the major problems that we have with all of those with the exception of Moody is encroachment. Some of the bases that we have, especially in the southwest like Luke down at Tuscon---or Phoenix---and Davis Monthan over at Tuscon, we're beginning to wonder from an environmental perspective if we would not be better off to close those installations because of the encroachment problem. This is to say at one time these bases were not having a problem with encroachment. Today we have this problem.

Property values at none of the installations within the Tactical Air Command or any other major commands that I'm aware of has had problems on resale. In addition to that I'd like to add that we have---about three years ago---completed a fairly extensive study looking at a lot of our military operations areas in which we fly low altitude and supersonically. We did the study by contract and the contractor was not able to document, in any case, that resale values of the homes because of sonic booms or the low level subsonic noise was causing an impact on resale values. So, as we see and as we've projected in the EIS, we don't project that there is going to be an impact on resale values for you.

COLONEL FOWLER: Thank you, Mr. Chavez. I have a registration form here that is not marked either yes or no about a desire to be heard. Mrs. William S. Moorman, do you care to be heard, ma'am?

MRS. MOORMAN: No.

COLONEL FOWLER: Very well. Mr. Jack B. Scoggins, are you with us, sir? You may take the podium if you wish, sir.

MR. SCOGGINS: I want to thank you, sir, for the opportunity, again, to speak. I'd like to, again, to address the problem of the increase in delays of receiving instrument flight clearances from the Valdosta Municipal Airport caused by a proposed increase in the traffic later on of the aircraft on the Range. I also would like to talk about the increase in the rerouting of the---during the IFR portion and also the VFR portion---I'm talking about instrument flight rules and visual flight rules---around the restricted area. I don't think that was completely addressed.

MR. SCOGGINS: Both of these involve money and inconvenience to the pilot, to the corporations, and the businesses going in and out of the Valdosta Municipal Airport. It is a situation where they would like to save money like the Air Force. And I'm wondering if this Air Force money that they're going to save on the Bombing Range is actually going to be turned back in to the Air Force.

Three, I'd like to talk about the air safety by the increase in the traffic that will be rerouted---according to the information that I have---on the west side of Moody versus the east side when the Bombing Range is in use. There is a problem now in receiving Air Traffic Control clearances during IFR conditions out of the Valdosta Municipal Airport. I see an increase in this problem when we increase the traffic into the Range. I understand the first six months it will be held by solely to the Moody Air Force Base aircraft. I'm sure this is to set up procedures and get their safety rules and regulations all based in and the information out to the other bases. However, after the sixth month we will have an increase---the impact study said six aircraft per day. The Colonel mentioned eight. In any event, there's going to be a certain increase in the traffic to the Range. Understandable. The aircraft will be controlled by a Controller, a Range Officer. But coming into that Range and going out, the Air Force flies IFR, unless they've changed. And they will have to receive an IFR clearance coming into it and going out, departing the Range. This will be an additional workload onto the Valdosta Approach Control operated by the Moody Air Force Base.

I can see additional delays, especially if an airplane is leaving Valdosta Airport going to the northeast: Roanoke, Virginia; Charleston; Savannah; Raleigh-Durham. Anyplace up in that area, you're going to have to pass right over the restricted area. Normally, it would be done okay without the restricted area, but when the restricted area is there, there's no way that a person can file an IFR clearance knowingly through a restricted area. So, he's going to have to file up to Tifton, over to Alma, up that way. Or down to Taylor, up to Alma. Both of them are taking him directly away from his path. I do not know where they came up with the seven percent, three to four mile. Maybe they can answer that question for us, Colonel. But I do not know where they came up with those figures, especially when we're talking about IFR traffic. VFR, possibly. I see more five to---eight to nine miles instead of the three to four that they say.

Now, that was addressed in the Environmental Statement. The third thing is the air safety. I'm talking about the traffic pattern, as was explained to me, will be shifted over to the west when the Range is in operation. The pattern for normal ground control approaches, radio

MR. SCOGGINS: radar approaches, if you would, on the fast-moving F4s takes it quite lengthily. They need a long pattern. Therefore, it will be directly over the Valdosta Municipal Airport and/or Valdosta city and the main runway at the Valdosta Municipal Airport is Runway 17/35. The ILS is lined up for 35. Most departures and arrivals go off of 35. They will be climbing directly up into the oncoming traffic of Moody Air Force Base F-4s. Even in visual flight rules, the traffic pattern normally practice approaches and everything---even if it's VFR---there is no rule that causes the private pilot or anybody, civilian pilot, to talk to anybody going in and out of the Valdosta Municipal Airport. Normally, good operating practices, they get their information from the Flight Service Station, but there is no requirement for them to talk to anybody. So, if they take off on 35 or landing on 35---17, coming in from the north, you will go directly into the path of the Moody Air Force Base F-4s. I think that is a safety area.

These areas of concern were pointed out at the original scoping meeting and the only thing that I found in the EIS was that three to four miles would be the worst.

I'm trying to cut this down to five minutes here. Okay, if you experience a delay, it will be minimum, as was stated in the Environmental Statement. I consider a minimum of 15, maybe 20 minutes, but when you sit on the runway out there for 40 minutes or one hour waiting for an IFR clearance, I believe that is in excess of the minimum. And if you want references on times that it happens, I can dig those out for you. But it does occur.

One additional Controller will be added to the staff, according to the Statement. One additional Controller. I personally don't believe that would be enough. I am impressed with your list of references that you noted, but I also noted that there is not any air safety, air traffic specialists in that reference. The only two that I saw was Mr. Rue from the Flight Service Station who gave you figures on arrivals and departures from the Valdosta Airport. The other one was Plum from your Moody Air Force Base who gave the number of bird strikes that you've had. I saw no other references in there anywhere to the problem that I addressed on the original scoping meeting.

I would suggest that you contact an expert in the area of airport traffic and traffic control from, say, the FAA or any civilian outfit outside of the immediate area, tell them the plans, tell them what you plan and how you plan to handle the traffic, and let him give you recommendations. Don't take the word of me or anybody else. But I would like this area to be looked into more extensively.

MR. SCOGGINS: The Environmental Statement itself says that the Air Force does not consider a nearby Range is absolutely essential to the Moody mission. You've got a lot of good will in Moody. A lot of people like Moody Air Force Base. They want to keep it here. Why are we going to go out and possibly stir up some ill will by flying over the Valdosta city creating noise? The people in the immediate area, they have their problems.

Tuesday I happened to talk to a crop duster. Supposedly, all of the information should have been sent out to them or contacted or put in papers. I know that you all can't contact everybody, but one crop duster, Tuesday, I asked him, "How is the Bombing Range going to affect your business?" He says, "You mean down at Moody?" "Do you spray down there?" He said, "Yes, routinely. I've never had any trouble getting in there. I've always called the Tower. Maybe I've had to wait a little bit." I said, "Do you know that it is going to be a restricted area and you cannot get in there?" He said, "No, I didn't."

So, I hope that you would increase the study and take into the effect of air traffic delays, possibly, the traffic pattern safety, and maybe look at the reroute that is going to be caused by the restricted area under instrument flight conditions. If those controllers have already been told and the controllers who are going through the countryside always tell me you got to have five miles separation from a restricted area while being vectored IFR. This seven percent doesn't fit in.

The increase of restricted areas in Georgia is, to me, unacceptable. In '76, when I first came to Valdosta, Georgia, they only had the Fort Stewart restricted area over in that area. Right behind that, they added the Range, which takes in Townsend that you all use now. It is quite a large restricted area space. And now we are increasing the restricted area in the state of Georgia by adding one more. It is starting to get very difficult to fly with any minimum expense as a cooperative pilot. We've got to keep going around all these restricted areas.

And, again, I ask, are we going to turn this fuel that we saved back in to the Air Force?

COLONEL FOWLER: Thank you, Mr. Scoggins. Colonel Redden, I'll ask you to answer some of the specific questions. However, Mr. Scoggins' questions are technical in nature and I'm certain that these are going to be answered in much more detail by those who will read what Mr. Scoggins has had to say than we can handle here in the short time we have this evening. But every one of you who has signed one of these registration forms, and anyone else who wants to sign one before you

COLONEL FOWLER: go, will get a copy of the completed Environmental Impact Statement with Mr. Scoggins' questions and the technical answers I'm sure that will have to be provided to those questions. So, if you haven't signed for one of these, I encourage you to do so before you leave tonight. Those type of questions are the best reason you could have for signing for a copy. Colonel Redden?

COLONEL REDDEN: Thank you very much for your comments, Mr. Scoggins, and before I address them, I'd like to apologize to you, Mr. Bennett. I missed part of your question and I'll get that by talking to Mr. Scoggins about the demonstration. I didn't mean to ignore that but I'll answer that after I address Mr. Scoggins' concerns.

First of all, I'd like to show you where we came up with the distances that we talk about, going around the Range and departing from Valdosta. That came from the average number of departures from Valdosta airport, being 40 a day with 8 of them departing to the northeast. When the Range is not activated, there is no requirement, of course, to go around that airspace. You can fly in a straight line to Waycross, which is a nominal navigation point en route, a distance of 47 nautical miles. You can fly in a straight line from the Waycross Airport, 53 nautical miles. If that Range is activated, if I understand the procedures correctly---and we have Mr. Keith here who is our local FAA representative who is only here as an observer---but there is no requirement to file through Tifton. You can file as you normally would file and expect to be vectored around the edge of that restricted area for about 3 nautical miles and then on route to Waycross. I see you nodding your head that you don't agree with that. You can discuss that with Mr. Keith after the meeting if you have some concern about that.

When you talk about the flying safety concerns, about the operations going to the west, when those patterns are moved to the west, if that Range is approved, our aircraft will not fly below 3,000 feet until they are east of the Valdosta Municipal Airport area. The VFR route and the VFR corridor, which is 2 nautical miles either side of Highway 75 and is open, will be kept as a no-fly area. We will not fly over that area. When we talk about the VR approach into Valdosta, that will be cleared by our aircraft when the weather is less than 3,003. We are adding, not one Controller, we are adding one Controller position to handle the aircraft that move in and out of that airspace. When you talk about additional aircraft coming into the area, those aircraft will come into the MOA Two A and Two B area. They'll be cleared in there by Jacksonville Center, if they're coming in from the south or any other direction, by those Controllers, and then, when they are cleared into that airspace restricted area, they will go in under their own control to enter that area and contact with the Range Control.

COLONEL REDDEN: When you addressed the delays, you addressed them in terms of potential delays. I don't have good, solid information on that. The information that I do have---and this was given to me by the NCOIC of Operations at our local RAPCOM out there---who reviews every tape that departs in the local area that departs with any delay which is greater than five minutes from its proposed takeoff time. And any delay that you mentioned, I believe, Mr. Scoggins, that you might have been involved in of between forty and sixty minutes when you had to hold at the end of the runway, that was not because of military traffic. That was because of a civil aircraft which was reported as lost or temporarily lost or disoriented in the local area and required that hold. Now, there may be the potential. If there is, we'll certainly do our best to minimize that.

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I would only tell everyone here and as Mr. Scoggins knows, there is an FAA---a proposal for airspace use which has to go to the FAA. That proposal will be worked by Major Bill Lairsey and Major Ed Blevins, who are sitting there in the audience. Major Blevins is hiding back there in the rear. And by Lt Colonel John Randall from Ninth Air Force. It goes through a review procedure much like the EIS does and there is a period for public comment on the airspace proposal and we will certainly go to any depth that you wish to about the concerns about airspace safety and they will be looked at in great detail. There also is a proposal there to have a public hearing on the airspace and that information will be forthcoming.

Mr. Bennett, I apologize. I got so busy talking with my hands and excited about flying, I didn't address the concern you had about noise. Previously, in 1982, we did a noise demonstration out in that area in which F-4s were flown over the area. We are not insensitive to the concerns that you have and that other citizens have out in that area and we understand the request for it. Quite frankly, the problem we have now is that we have one squadron in Egypt, we have another squadron at Nellis Air Force Base, and we have half a squadron at Nellis Air Force Base flying in the Fighter Weapons School. The people that were remaining here were preparing to go to Nellis and we had considered trying to mount a reasonable day, a nominal day's flying out there so you can see what the noise is like. We were unable to do that because of the constraints we had.

If any of you, like Mr. Bennett, are concerned about the noise, if you'd please identify yourselves to the Public Affairs Office at Moody, again that's 333-3345, and talk to Captain Whorley or talk to Ms. Tate, and we'll be glad to either work out something so that we accommodate you with Moody and the local area or we arrange to get you to a Range somewhere in the environs so you can hear what the patterns sound like.

COLONEL REDDEN: A previous noise level has been done, but that's been some time ago and I know that there's been a lot of people that have moved into that area since that time. Again, I apologize for missing part of your question. We are not insensitive to the problem. We had some real prime operational constraints that prevented us from doing that.

COLONEL FOWLER: Colonel Redden, I might not have been paying attention at the time, but did you address this question about crop dusters? I believe Mr. Scoggins said that he told a crop duster that he would not be able to get into the area. Is there any comment you could make on that?

MR. SCOGGINS: I didn't say that, sir.

COLONEL REDDEN: That there might be a concern because of restricted airspace. There is planned in the airspace use for the proposal that will go forward through Ninth Air Force and for review for the FAA, that we'll use the same procedures that we'll use right now, that anyone that needs to crop dust in that area will contact Moody and be cleared into the area to crop dust. I will only speak from my own experience at England Air Force Base where we had crop dusting operations that existed contingent to and in the general restricted airspace that was adjacent to our gunnery range there, and crops dusters were cleared into that area on a regular basis. But it was strictly controlled in that the crop duster had to check in with the control agency and the control agency knew the area the crop duster was operating in, so he could notify the aircraft that were going to be in that area so that they could deconflict any potential conflicts. Just so they were aware. We would foresee that a similar procedure would exist here so that anyone that needed to conduct crop dusting operations in that restricted airspace could, in fact, either by prior coordination to find the best time or by coordination with airborne to get clearance into that area and be deconflicted from the tactical operations that would exist in that lane. There may be some delays because you just couldn't go in at will, but it would not preclude you from operating in that area with some limitations when that Range is being used or when that restricted airspace is activated.

COLONEL FOWLER: This registration form is not marked either yes or no. Could I ask whether or not Phyllis Amos cares to be heard?

PHYLLIS AMOS: No, sir.

COLONEL FOWLER: You do not, ma'am? Is Mr. Norm Conant present?

MR. CONANT: Right here, sir.

MR. CONANT: Colonel, I'm Norm Conant. I own Holland Flying Service at the Valdosta Airport. I've talked with quite a few of the local pilots and also the transient pilots and rather to be here to ask questions, I'm just going to make some comments.

The general consensus is, this Bombing Range is not going to conflict materially with our civilian operation whatsoever. I base that not only on comments that I've gotten from other pilots, but my own experience in this particular location down here since May of 1961.

I remember times, many years ago, when pilot training was taking place out at Moody, we used to launch anywhere from 50 to 75 aircraft four periods a day; sometimes six. There's certainly much less traffic than that right now. There may be a flight increase in the future, but we never had a particular problem with that type of traffic. The military was able to vector their aircraft around areas that would conflict with the civilian aircraft. I saw that both from the military side and from the civilian side as a civilian operator and a military pilot. The civilian traffic is much heavier now than it was in those days. However, we now have much more sophisticated systems and equipment to handle possible conflicts.

The concern about rerouting traffic to avoid the restricted area is perhaps a little bit blown out of proportion. I think even to a certain extent the Impact Statement probably used a very worst case example. From Valdosta to Savannah direct is 135 miles. If it were to avoid the restricted areas, it would be 136. That would be using a route coming off to the south. Using a northerly route, going around the north side of the area, it is a little bit worse. It's 136 miles, once again, direct. The extra mile there in the direct route is because of a turn out of traffic. It would be 139 miles going around the north end of the area. From here to Waycross, 54 miles. Around the restricted area would add all of about three-quarters of a mile to it. It would be 54 and three-quarter miles.

As far as flying around the area under IFR conditions, I may be mistaken, but I don't think the military uses bombing ranges and strafing ranges during IFR conditions, isn't that correct? So, there probably would be minimum inconvenience there.

It's inconceivable to most of us that the military would put in a system such as this without due consideration to flying safety as it involves not only their own aircraft but civil aircraft. The traffic to the west of Moody, because of the Range on the east side being in operation, really is not going to be that much of a problem. The traffic pattern would be well inside and to the east of any departures that we would probably be making to the north.

MR. CONANT: Agricultural activities, I think Colonel Redden addressed that one pretty well. Clearance delays, I have been flying both as a military pilot here and as a commercial pilot here, many, many IFR clearances out of Valdosta. I have had a few delays but I cannot think of one in the ten and a half years that I've owned Holland Flying Service and about the 14 years that I've been flying as a civilian here that were caused by military aircraft. It was all civilian aircraft that caused it.

The traffic on the Bombing Range itself will be located, obviously, right in the Moody area. Prior to this time, they were going to Ranges throughout Florida, many of them in the Panhandle, that gave us an increase of traffic across the Valdosta Airport traffic areas. This particular element of traffic will apparently no longer be in existence, so we don't have to worry about it any more.

But I think we ought to take a little bit more positive attitude than some comments that have been made in the past. We have the utmost faith that the military will take necessary steps to insure that the military aircraft can co-exist safer than the civil aircraft.

That's the extent of my comments.

COLONEL FOWLER: Thank you, sir. I have another registration form not circled either yes or no, and so, therefore, does Mr. John Albert Nosworthy care to be heard?

MR. NOSWORTHY: No, sir.

COLONEL FOWLER: Very well. Is Mr. W. A. Roquemore with us?

MR. ROQUEMORE: Yes, I am.

COLONEL FOWLER: Mr. Roquemore.

MR. ROQUEMORE: Colonel Fowler, there comes a time, I think, in the life of everyone when they look back and wish that they had developed some skills and talents that they don't have. And tonight I sincerely wish that I had developed a better ability to speak and to convey to you and to the other gentlemen from the military here something that I think is in the hearts and minds of many of the people sitting back here who won't chirp and who won't say a word.

I think that this meeting is bearing fruit and getting us somewhere.

MR. ROQUEMORE: At a similar meeting, I believe March 5th, whenever it was, in this very room, this was described as dummy ammunition (holding up the sample ammunition). I felt like if this part of it were loaded with powder and this part were a bullet that it wasn't plumb a dummy, but the Commander of the Wing said it was. Many of you heard that, I think.

Before I say the next thing I want to say, I wore Air Force blues for a number of years. These people over here (indicating the military members), you can't question their patriotism. You can't question their service to this country. If you haven't been in the Air Force, you don't know the difficulties of having to move your wife and the family, everything you have, every few years to a new base. Not to where you asked for, but where you get sent. I want you people wearing the Air Force blue to recognize that these people over here are just as patriotic. They have paid the price both in mental anguish and in physical anguish during many of the wars that we've been in and they'll pay the price again if it comes.

I think the worst thing that we could have is antagonism between you on that side of the fence and we on this side of the fence. We've never had it before in the 40 years of existence of Moody and I hope we won't have it again.

I think that we can start off tonight by clearing the air on another thing. If all you ladies in the audience, the next time a couple of F-4s are rattling the dishes in your cabinets, please turn off your oven hood fan so that you won't bother the pilots. We'll do that for you and we want you to understand that anything else like that little favor that we can do that we're going to do it.

The old saying is, you get what you pay for. The Air Force paid the Oak Ridge Laboratory for this Environmental Impact Analysis. There are 52 cards in the deck and I believe they bought every single one of the face cards. I don't think we got anything but deuces and treys and maybe a pair of sixes out of the deal.

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First of all, the impact study tells us that there's a possibility or maybe---I believe the word is probability---that once in 80 years something is going to fall off of an airplane onto private property around here. Now, that was rather astounding to me. I didn't realize we were at risk to that extent, once in 80 years. It further told us that it would be---likely to be the size of a silver dollar. I don't know what kind of property, if it wasn't private, that many of the external fuel tanks, accidentally discharged ammunition, accidentally dropped bombs, and somewhere between twelve and twenty-five, I would

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MR. ROQUEMORE: say, aircraft crashes that have taken place over Moody's 40 years on property other than government property. If it wasn't private property, I'm not sure just what you'd call it, but you people who lived around Moody for the time that I'm talking about know how ridiculous it is to talk about the probability of one fallen object on private property in 80 years. Now, that's a whole lot of the face cards you used up right there.

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Another thing that I think is pretty much---I don't know---I'd say that you got some of the cards dealt off the bottom. When you talk about not being able to accommodate a Range of this nature by any shape, form, or fashion, in all of the vast, empty area off to the east of Moody and south Georgia and north Florida, and when the analysis says that you would need---if you put a Range in Echols County---the equivalent of what computes out to be 16,400 acres of land at Echols on which to put a Range just like the Range here, and you have 480 plus part of 5900, that's---I see some shaking your head, but if you'll look at the numbers and realize there's 640 acres to the square mile and you're talking about six and a half square miles, it computes out to precisely 16,400 acres. Now, you have to have that in Echols County because---well, not just Echols, but anywhere in the north Florida, south Georgia area, the impact analysis says that would be necessary, because all of the time you've got to fly over government owned property there.

Now, the traffic patterns that were put on the screen for this Range, if you scale them off, show more of each---not more of each, but more of the combined pattern being flown over privately owned land than will be flown over government owned land. I think it's hard for these people to buy in their hearts and minds---and it's certainly difficult for me to buy---that if you went over to the east where your population per square mile is five, ten percent what it is here---even including part of the Okefenokee Swamp and even considering and acknowledging that you'd have a heck of a tussle with the environmentalists that they don't want you over there making any noise for the alligators and turtles---but even considering that, it's very difficult for us to buy that you've got to have 16,400 acres down there and that up here you fly over a much more densely populated area and that's no conflict with anybody's regulations; no conflict with common sense or anything else. I feel like that card was dealt off the bottom, but it shows a face card.

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Well, on the noise. Mr. Chavez, I don't know what 65 decibels is or 75 decibels, but I think these people out here---certainly I'm not ready to buy that in any way that you compare the noise with the noise of a range hood. Maybe if you've got your ear in the frying pan and it's

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MR. ROQUEMORE: sucking your hair, it might be, but other than that, I just can't buy that what I hear out of the F-4s, F-16s, or F-anything else flying over Lakeland at 500 feet, 1500 feet, or 5000 feet that there's any more comparison between the noise from a range hood and the noise from a military jet. I just---You know, we're going to have a hard time getting along together like we've got along for 40 years if you keep telling us things like that. We ain't going to believe you, you see?

I want you fellows to believe me when I say that after 17 years in blue and flying more years off of Moody than any of you fellows have flown or are likely to fly, that I genuinely believe that you don't put a Range where it's in your own hair and that it's going to be a crippled Range from the day you put it out there. Your business, as you well know, is training for combat. You know and I know that any combat showdown that is critical to the survival of the United States is most apt to take place on the European continent.

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Barry, I want you to take note of this. That's the mission that F-16s or F-4s are most apt to be involved in if it's a mission genuinely critical to the long range survival of this country. You know and I know that the weather in Europe is seldom good and usually bad. This book (indicating the Environmental Impact Statement) tells us that the Range will only be used when the weather is five miles visibility, 3000 feet minimum ceiling. Maybe the weather in Europe's changed. But, when I was there, if you could get that kind of weather, we could have won the war in half the dad-gone time. We just didn't get that kind of weather. Now, why are those the requirements? You know, and Mr. Scoggins knows, and the other gentleman that owns Holland Flying Service, you know why those are the requirements. Because you can't bring other aircraft into Moody under instrument flight conditions or on an instrument flight plan if you're out there using that Range. And you know that other aircraft are going to have to come into Moody on instrument flight plans.

You've got the cussed thing in your own hair. You've got to have good VFR weather. You've got to have more than three miles and 1500 feet to run the Range. You've got to have 5 miles and 3000 feet, according to this.

That's not combat training of the kind that you need. You know and I know that a fighter pilot has got to have the tiger instinct. If he ain't got it, he ain't no good. If he can't come off of that Range with a throttle to the firewall, he ain't training to be a fighter pilot. He needs to do it and he needs to do it every time and he needs to not be concerned with flying any precise flight pattern. He needs to get it on the deck when he's strafing and he needs to get the gun

MR. ROQUEMORE: sights on the target and he needs to forget about any constraints about rattling the dishes in my house or anybody else's house. That's fighter pilot training and Colonel Fowler, you know it. I see you've got the wings up there. Father Time's kind of clipped mine.

COLONEL FOWLER: He's getting to me, too, Mr. Roquemore.

MR. ROQUEMORE: He's sort of tamed my tiger a little bit, but I know what the tiger is because I used to be there.

COLONEL FOWLER: Well, nevertheless, Mr. Roquemore, I've given you ten minutes out of respect for your ability as an orator after you said that you weren't one. Could you finish up your remarks, sir?

MR. ROQUEMORE: Alright, I will, very shortly. I'll skip the other reasons why you're in your own hair. But I want to tell you the thing, the reason I'm up here. There's something tangible about many of the things that have been discussed. You measured height and altitude, the shells, and all those things. There's something intangible that you can hardly put in a report, Colonel Fowler.

We reared five children here. Each of them enrolled himself in school. By the way, you don't spell my name like Smith or Brown. You don't even spell it like Rockmore. It's R-O-Q-U-E-M-O-R-E. Those kids knew how to spell it when they went to school. We didn't take them to school and enroll them and say, "Here's little Bill," or "Here's little Pat," or whoever. They did it themselves. They learned independence here. They went to work in a tobacco patch when they were ten years old. You learn in a tobacco patch things you can't learn anywhere else in the world. One of them being that any job, anywhere else, any time is better. It's something that you get in a rural environment that you can't get anywhere else.

Many of us live here because of that. Many of us live here because we can't get up enough money to go elsewhere, but a lot of us live here because of those things. To tell me that it's not going to damage my hearing more than four decibels if I'm down there under the flight path doesn't really quite cut it when it comes to our getting along with you at Moody like we've always gotten along before.

The suggestions were that 86 people would be annoyed and 13 of those seriously annoyed. I don't know whether we're in an organization or not, Colonel Fowler, but we---my company---last social security return quarter, had 307 people on the payroll. Many of them work right under those flight paths. Our stockholders in the company own several

MR. ROQUEMORE: thousand acres right under those flight paths. I can personally guarantee you that you annoyed with your everyday, usual traffic more than 86 people, more than 20 days last week. There are a lot more out here that can add to that number.

The long and short of it is, you bought too many of the face cards here. You left us too few of the others. I want to ask you, I want to beg you, to reconsider this thing in behalf of these people out here that are not saying anything and not taking part of my minutes, reconsider and move it somewhere that you won't be in the hair and that you won't create the animosity that you don't want.

Thank you.

COLONEL FOWLER: Thank you, Mr. Roquemore. Is Mr. Robert M. Cole present, please?

MR. COLE: Thank you, Colonel Fowler. I'm Robert M. Cole of 530 East Main and a Pastor in the local area. The comments that I wish to address primarily deal not from the economics issues nor from the technical aspect but from the people aspect as a Pastor.

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I couldn't help but notice but that we suffer to lose some tax revenue in Lanier County and perhaps that was the reason why we recently had to raise our taxes to make up for what we couldn't pay for already. And, from a low socioeconomic area, many of our people being on minimum wage and probably not impacted as they are in Valdosta, I hate to see the revenue loss in Lanier County and I would like to know how we intend to make the revenue loss up.

And I also yield to Colonel Redden's statement that quite often the weather is somewhat changeable in this area and the thunderstorms and all may rise in the local area in just a split second. My question, after 22 years of military service myself---of which 13 of it involved flying in some 3,500 flight hours---is what happens to the excess fuel that you have when you take off at Moody, you make your first round, that thunderstorm changes direction, and now you've got to go home. Where do we dump it? We don't want the heavy landings. I can understand that. We don't want to be faced with that. What happens to that fuel? Is it dumped on the crops? Is it dumped on my people's houses? Is it dumped on my people's children? Is it dumped upon the environment at Banks Lake? Where does the fuel go?

MR. COLE: And then I also wondered, when I read the leadership book the other day, that sometimes the most efficient way is not necessarily the most economical way. Therefore, is it really worth the patterns or the problems of the people in building that Range site so close to Moody Air Force Base? In my 13 years of flying in the weapons platform for the United States Navy, we often used Yuma, Arizona or Valley, Nevada as our gunnery sites and areas like that and quite often we worked upon the open sea, but working in the cockpit it took us at least ten minutes to get our headwork done. We were not ready to attack a target immediately after turnout. We had to, first of all, get our gear up and get our flaps aligned. We had to go through our armament checklist, our after-takeoff checklist, several other checklists that are required once you're in the aircraft before you're combat ready. In that length of time, and considering the speed of the F-4, we could have very easily flown 90 miles in 11 minutes, and then been psychologically ready for that bombing run or for that strafing run. Or even the 12 to 15 or, at the outside, 20 minutes to Eglin Air Force Base.

So, my concern is not so much for the economic impact. My concern is not so much for the technical impact. But my concern is for the impact of the people, especially of Lanier County. Are we willing---I love the military. I love my country. And in no wise would I ever jeopardize---in fact, if called tomorrow, I'd be willing to go back to war for the United States of America, and I'm sure that any of our people would---but are we willing to jeopardize that rapport? Is it really worth a few million dollars? Is it really? I mean, that's about seven hammers, from what I understand from the latest Congressional investigation. So, is it really worth that?

I just ask you to consider one thing as a Pastor, who ministers both to military and civilian personnel. We want to maintain the best rapport. We're all Americans and I'm behind you a hundred percent, and though I spent 22 years in the Navy I'd be more than glad to serve with the United States Air Force. But I want to serve in a tradition of Americanism that says, "We want to work together as Americans." And I feel that maybe that ten minutes is well worth being spent in order that we might maintain our communications.

Let me address one other area, and I don't know, Colonel. Perhaps I'm wrong. But it used to be when they closed down the bombing ranges or ordnance ranges that we used in the Navy, they always published a No Tams. And within 20 minutes flight time, I've never seen one of them closed on us. So, maybe they've changed that communications procedure nowadays and if they have, maybe we need to resurrect that and we could save that 20 minutes gas from being embarrassed when we got to Eglin.

Thank you.

COLONEL FOWLER: Thank you, sir. Colonel Redden, Mr. Cole made several statements to us, but among them were some questions, also. And, therefore, sir, he asks where do we dump fuel? He asks if you have to do ten minutes of headwork in the cockpit anyhow, why not fly to a distant range? And he has asked the question, probably to be referred to Mr. Chavez, how do we make up the revenue which is lost to the local government? I believe you addressed that, sir, in your earlier remarks. But, Colonel Redden?

COLONEL REDDEN: First of all, it's not Air Force policy to dump fuel to adjust landing weight. That's the reason why we have divert fields. When we take off, we are required---anytime we fly here---to have a divert field with the appropriate weather to go land that fuel. We would not take off and go immediately to the Range because the gross weight of the F-4 would be higher than would be simulated in combat. It would be too high a gross weight to deliver ordnance at. Or to safely deliver ordnance at. It wouldn't be the optimum position you would want to have for one. So we would hopefully fly one of those VR routes that we showed you on the earlier slides to allow us to get low altitude training. We would return, coming into our own Range, complete our bombing patterns at a gross weight to allow us to land. If the weather came up, we could divert immediately to Moody and land. And then terminate the mission or complete the bombing pattern, then go out and run fuel and land at the divert field. But, as a matter of policy, we do not dump fuel to adjust our weight for landing. We, in fact, divert quite a number of aircraft out of Moody Air Force Base when the weather gets bad to other airfields. That's what we're required to do and that's why we sometimes require a higher fuel segment for some of the missions that we recover on. We would not plan to just, as you suggest---that's like barely getting warmed up and sending somebody into the ballgame. And I think Mr. Chavez, perhaps, has a response to lost revenue.

COLONEL FOWLER: Mr. Chavez.

MR. CHAVEZ: As we indicated earlier, there was between five and two thousand dollars revenue lost in the two counties. I'd like to indicate to you that if the land is transferred from the Department of the Interior to, let's say, a private enterprise---or sold to a private enterprise---that revenue would be lost. Depending on what happened to the land, if the private enterprise were in the business of where he could return some money, then obviously you would get some repayment from that category. But, that's not to say that it would actually go to private enterprise. It could, quite possibly, go to another Federal agency, not a DOI Federal agency, in which the money would be lost anyway.

MR. CHAVEZ: The Air Force is not in a position at this time to advise or counsel the county as to how to make up revenue losses. We will try to take a closer look at some of those issues for you and provide a more definitive answer in the final.

COLONEL FOWLER: Is Mr. Felton Daugherty present? Do you wish to be heard, sir?

MR. DAUGHERTY: Yes. Colonel Fowler, I'm Felton Daugherty. I, along with so many of us that are gathered here tonight, have received a copy of the Environmental Impact Analysis Process. After reading this thing, I got to thinking about it. I said, 'Well, if the information compiled in this book were handed to an individual and this land were not Federally owned, would probably be, according to this impact study, one of the greatest things that ever hit. You could make a million dollars off of it in real estate. There's so many things in it that have been depicted as being rosey, that is the best thing that ever happened to the community, but I think tonight is indicative as well as previous meetings---or one previous meeting---that's been held here, to the fact that there is concerned people in the county that Moody's action toward a bombing range will inherently affect their quality of life. Very few of us live in the area other than of free will that we chose to live in that area. There is very many of us that are residents of a county that have lived in the same place for probably 50 years. And that's home. If someone down the road chooses to destroy or maliciously do something to his own property, no one seems to care. But it had be a case that my property is destroyed or my quality of life is encroached upon, then I have a right to say what I feel.

As Mr. Roquemore said earlier, as far as the decibel range, that means very little to any of us. I can say, as being a resident that has lived less than one-half mile from the end of the runways at Moody for the last 43 years, that I can pretty well tell you what the noise level is and I do hope and pray if the Federal government does decide to go ahead against the wishes of those that have so loudly protested against it and builds this bombing range, that my neighbor is not in that 15 percent class that's described on page 54 as being highly annoyed. And I wonder as to what class highly annoyed is.

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We were told earlier in the meeting that was prior to this that there'd be no night flying. Now we've been informed that night flying will be carried on probably as late as eleven o'clock at night. And there's so many things that was probably hinted by the representative from Senator Sam Nunn's office that he hoped that through these series of meetings that the full truth would come out in the whole matter. And I'm afraid, according to what we've been handed, it's been painted a rosey picture and it's not entirely the picture that will be if a bombing range comes in.

MR. DAUGHERTY: I fear for the quality of life that I'll have and my neighbors will have after this bombing range is put in. And I would like to ask you in closing to do one thing and it go on record. That is, that this entire group has an opportunity of a show of hands as representatives of this area to express to you their view as to whether they support or not support the bombing range and its proposed site. These are the people that it will affect and if it will affect their quality of life, surely they should be considered.

And I ask in closing that all you gentlemen that are here present that represent the Air Force, I think it has been conclusive that Moody can operate and operate efficiently without a bombing range in that present location. And I appeal to you to use, at your discretion, whatever means you have to keep the good will that has been asked for by so many, including Mr. Roquemore and many others, that the people in this immediate area, that we continue to have that good will with Moody and that nothing take place that would deter that in the future.

And I thank you.

COLONEL FOWLER: Thank you, Mr. Daugherty. Most of what Mr. Daugherty had to say was an exposition of his personal position, but within it, at least impliedly, was one question. He indicated, gentlemen, that the earlier impact statement indicated that there would be no night flying. Or perhaps he indicated it was in the earlier meeting that there'd be no night flying. Do you have answer to that, any comment?

COLONEL REDDEN: I was not here at your meeting. Do any of you gentlemen remember that? I think that if that were stated, Mr. Daugherty, I'm sorry. It has never been the intent that any bombing range that we would use would not have some portion of a night operation required to it. We have a requirement for training to train both in daytime operations and nighttime operations, and if that were either misstated or overlooked at some previous meeting, that might have been the case. I am sorry. I wasn't there and I'm not familiar with it, but it had always been the intent that were a range proposed and were it approved, that there would be night flying on that range.

COLONEL FOWLER: In any event, Mr. Daugherty, your question is clearly on the record and you will be getting a copy, since you have signed up. You will be getting a copy of the impact statement and you will see there how they address the question that you had. Is Pam Vickers present and does she wish to be heard? Pam Vickers. Evidently not. Mr. Wayne Pearson.

MR. PEARSON: Colonel, I'm Wayne Pearson, and a lot of the questions that I had have already been asked, but I understood, also, at the last meeting they did say they only fly daylight missions, eight hours. And there was another statement that was asked for by Mr. Daugherty last time and they were going to check on it. It was something that Terry Bennett asked for earlier was a test run over the bombing site. They asked this last time. And I really think that we, the general public that's going to be affected here, have been taken for granted. We've asked several things. I don't understand decibels. I don't understand how I'm going to be affected. I live right on the end of this runway out here. And me and my father-in-law was talking about it yesterday, if this thing's approved, we're going to sell out and move. And if I don't get my value, then I'm going to come back to the Air Force and ask for some help.

Something else that I want to know. Who owns the Rodman, Lake George, and Pine Castle Ranges? Are you going to own this Range? These Ranges are not that far away and I fish down there all the time. And I don't know if the people here are really aware of how a bombing range is going to affect them or not, but I've been setting out there when the planes came over and you can't hardly stand it.

I just put in a burglar alarm system in my house and asked the guy that put it in, I said, "How is this bombing range going to affect it?" He said, "It's going to go off regular." So, I want some compensation for that, too, if it happens.

When you answer this question about Rodman, Lake George, and Pine Castle, I'd also like to know if you're going to continue to use them and how frequently you use them now. Who owns these Ranges? What bases and how far do they have to fly to these Ranges to participate?

55 | You know, I've got an outdoor TV show and I speak to a lot of different groups on recreation. And, you know, when you take kids and you put them in the outdoors, get them off the streets, and yet you're fixing to take something away from the people that we've got right now, wildlife management area. The government has just given Grand Bay to the people and now you're fixing to hurt it. It's proven right here on your illustration. It's going to hurt the fishing. It's going to affect it and yet you just gave it to us.

Several years ago, I know, when I had an uncle stationed out here---I haven't done any flying---but they had a problem with bird strikes on this base, flying low. Now, I don't know what kind of problem you're going to run into now, but I think you need to consider it heavy. At one time, they went in and killed a bunch of blackbirds in the Grand

56

MR. PEARSON: Bay Swamp because they were so bad. And I know for a fact, I've been all over the Banks Lake Swamp out there and I've seen blue heron in there. I've seen swans. I've seen everything in there. How are we going to affect these birds?

57

Something else I'd like to know, too. The Pastor over here asked about when you take off, how much flying time do you actually have in the air before you go in to bomb? I need to know that, too. How much fuel are you going to burn out before you go in and do your bombing strafes?

I think that about wraps it up.

COLONEL FOWLER: Thank you, sir. To whom does Rodman, Lake George, and Pine Castle belong, if you know, Colonel Redden?

COLONEL REDDEN: Those Ranges belong to the Navy at Cecil Field in Jacksonville. That's who owns them. That's who the primary users are. The Navy is undergoing a conversion right now and you can go down to Cecil Field and look at the F-18s that are going on those Ranges, or on that field. the reason that we foresee problems with the southeastern United States in the future is the very simple fact that the Navy is undergoing a large conversion and increasing the number of air/ground aircraft they have located in the southeast. And they're going to increase the amount of time that they will spend using the Ranges that they own. When they schedule those Ranges, the number one priority for scheduling those Ranges goes to their own units. And we have to go in and take whatever time they will allow for us to use.

When we talk about the amount of fuel that we'll burn up, we're talking about 30 to 45 minutes worth, probably, before we come in and use the Range.

If I might address, in a general sense, the question about the noise that was raised by Mr. Pearson and also by Mr. Daugherty. I don't understand that either, quite frankly. And I don't share your view, Mr. Daugherty, with all due respect, that this is a rosey picture painted in the Environmental Impact Statement. I don't think it's a rosey picture painted in the Environmental Impact Statement. An Environmental Impact Statement, in the analysis process, is required to take the worst case that we might expect. And I mean no disrespect to you, Mr. Pearson, but it hasn't been proven that it will maybe affect the fishing. The statement was that it could affect some of the fishing in that area. Now, the Range doesn't go over that area, but the airspace does go over that area. And that statement was put in there because that was one of the considerations that had to be looked at in that Range.

COLONEL REDDEN: Now, let me put noise in a frame of reference, if I can for you, for a moment. The noise levels that are in there are based on a noise level, day and night, cumulative, 16 hours a day for 40 years. The four decibel loss is in there because that is the minimum amount, the lowest level, I think, that the Environmental Protection Agency will allow you to state. I have been flying for almost 22 years. I have a deviant loss of my hearing of 15 as a result of my proximity of the aircraft and being on the flightline. I am still within the normal range. I require no assistance to hear. I test that well every time I fly. I don't think I'm in the top ten percent for the sensitivity.

I'm sure you're concerned, but noise is probably the most sensitive issue that we have and are concerned about what that's going to do to the environment, to the property values, and what you're going to do with your property. I think you will see, when we have the time to properly structure---and we need the time to properly structure a demonstration---that the noise impact will not be as great as you feel. I hope you see that. Because I don't believe that it will. That's a personal opinion. You know, don't take that as a statement. We certainly would like for you to identify yourself, along with Mr. Bennett and his family, as people who need to see that demo. And I would like for everyone who is concerned about having a demonstration to please call the Public Affairs Office and identify yourselves and certainly identify your address so we'll know the location that you live in. When we make some effort to structure a demonstration on what the noise levels might be, we can be sure that you're contacted and we can insure, in fact, that your proximity to what those bombing patterns might be is accurately reflected for you, so you'll get an idea of exactly what that pattern's going to be in relationship to your home and so that you'll know the time of the demonstration and you'll know the types of things that we're doing.

Was there another question there that I missed?

COLONEL FOWLER: I believe he asked a specific question about how much time do you have to spend in the air before you're ready to bomb.

COLONEL REDDEN: We would expect to fly 30 to 45 minutes before we would use that Range locally. That would be the flying time. And we would go into either MOA Two A or Two B or we would fly a low level route. That would allow you to fly that pattern, come back in, fly on that Range for approximately 15 minutes, and then recover to Moody Air Force Base. It could be 30 minutes, which would allow you to come back in, go on the Range, and then go up into the MOA Two A or Two B and do some intercept work.

MR. PEARSON: Could I ask you one question?

COLONEL REDDEN: Sure.

MR. PEARSON: How's that going to save money in fuel if you've got to fly 30 to 35 minutes before you bomb? How are you going to save fuel?

COLONEL REDDEN: It's going to save fuel because of the number of training sorties that we don't have to fly going to those additional Ranges. If you take a look at the full percentage of what we have to fly to get our requirements and the total length of our missions to fly our training requirements, you will reduce the actual amount of training time per sortie and you will reduce the fuel used in that extra training time to navigate those extra events. Now, I don't want to waste time for anyone that's here tonight, but if someone has a serious question about that, I'll be glad to sit down with any of you and explain in detail the training events that we require on a training event need. We train to different levels in the Tactical Air Command. We train to an Alpha, Bravo, and Charlie level. The Alpha is the entry or basic level. When someone is in the aircraft like the F-4 that is tasked to fly a bunch of different missions, we have a wide variety of events that we have to accomplish. And I hope I don't give the impression that we just go out and do one thing on a mission. To get all that training done and to keep our aircrews at the state of readiness that we need to, we go out and do a lot of things on each different mission. The ability to fit that bombing mission within the context of the proximity of this base with MOA Two A and Two B there to do another event in conjunction with that bombing mission, is going to save us training time. The problem we have, when we have to go some distance to use the other Ranges, we're precluded from going to those Ranges low altitude for fuel considerations and we don't have the time to accomplish other training events on those missions. And it requires more training missions to get those events. That's where the fuel savings is going to be.

COLONEL FOWLER: Thank you, sir. We have one final person who wishes to be heard. That's Mr. John C. Douthit. Is he present?

MR. DOUTHIT: Thank you, Colonel. Mr. John Douthit and just a couple things I believe Mr. Roquemore and Mr. Pearson brought up. On the bird activity, it says in the little brochure here that the increase of bird activity that is hazardous to aircraft, it might be necessary to manage the area to control bird population.

58

59

MR. DOUTHIT: Banks Lake, we have a lot of wood ducks and geese come into the area during the wintertime, plus the other varieties of birds. At 3500 feet, these birds will be flying at that altitude. If the aircraft are in this area, 300 to 500 knots at 3500 feet, if they hit a bird at this speed, I feel that it will be hazardous to the pilot and to the people in the surrounding area.

One other thing, on the times. The weapons range would normally be operated on weekdays between 7 a.m. to 7 p.m. That's what we have in the information we have. At times, the Range would also operate on weekends and during evening hours as directed by training requirements.

Thank you, sir.

COLONEL FOWLER: Thank you, sir. Now, I want to remind you---

DR. MOORMAN: Colonel Fowler, I turned one in. I would like to say a few words.

COLONEL FOWLER: Please come up and state your name, your address, occupation, since evidently I don't have yours before me.

DR. MOORMAN: It's up there. Dr. William S. Moorman, Route 4, Box 137A, Valdosta. I'm like Bill Roquemore about some of this. Everything is not subjective. Very much of it is subjective about the way I feel and the way other people feel here.

In listening tonight, they said that it's apparent that in the last six months we have not had a demonstration of the bombing range and we're told to make a phone call here or a phone call there if we're interested in one. I think everybody here is interested in having a demonstration. That's obvious. And if your reason given for not having one is you had planes in Egypt or planes somewhere else and you can't get one up in the next three months, you don't need a bombing range.

I believe that if any of these men in the blue retired from the Air Force today and they wanted to build their dream home, I don't think one of you would go over on Highway 221 and buy a piece of property and build your dream home. You can't make me believe that you would do that. I built my dream home over there because I wanted to and I love it and I don't want more noise and more problems.

It's obvious I'm just not dumb enough to believe that my house is going to be worth, in two years, if you build that bombing range, what it's worth today. I'm not that stupid.

60

DR. MOORMAN: The Impact Study did not mention, at all, land values or what the bombing range would do to land values or home values at all. That's just too obvious to skip.

And talking about annoyance, my wife's already annoyed, working in the yard with the traffic that we have now. With the increase, I know she's going to be more annoyed. That's going to affect a lots of things.

COLONEL FOWLER: Thank you, Doctor. Now, many of you have listened here with intent interest, but you haven't asked to be heard. You still have an opportunity to be heard. And that is by sending in to the address we have given you any written comments that you wish to send in, postmarked prior to the 3rd day of September. Now, if you do that, they will be attached to this statement just as if you had made those remarks here and will be considered just as the remarks here will be considered and answered. And in doing that, you will also assure of getting yourself back a copy of that Impact Statement.

Now, the date is 3 September, postmarked. The address is on the second page at the bottom of the handout you got when you came in. If you tore off the first page to give it to me, then it's at the bottom of the page you have remaining and in a minute, it will appear here on this screen so you can write it down. Now, if, hereafter, you should lose this address and you still want to be involved in this process, then if you will call out to the Air Base and ask for the Information Officer, Captain Whorley, then you will again be provided that address. And if you want to copy it down at this time, his phone number, again, which has been repeated before, is 333-3345. And that's Captain Whorley.

You've heard Colonel Redden say to you that he would see whether or not he could set up a demo of sound because several of you have indicated a strong interest in sound. Just what sound are you talking about? And he has also invited you to call that same number and that same officer and you will be notified whether or not he's been able to do this. And if he has, then, of course, you would receive an invitation. So, again, that number is 333-3345. The officer is Captain Whorley.

Now, Mr. Felton Daugherty asked a question here that couldn't be answered by anyone present, except yourselves. He asked whether or not there could be a show of hands as to how you felt. You may abstain, but if you wish, you may vote, too. Could I see a show of hands, first---

(Colonel Fowler was interrupted by someone in the audience who requested that they stand instead of raising their hands. Colonel Fowler asked for a show of hands so they could be seen better.)

COLONEL FOWLER: Please, those who believe at this period in time without knowing more than you know now, believe that you would be opposed, would you raise your hands first, please?

(A majority of hands were raised.)

COLONEL FOWLER: Alright, thank you. Now, those who believe at this time without knowing more that you would not be opposed, could I see your hands, please?

(A few hands were raised.)

COLONEL FOWLER: Alright, thank you. And I note that some have abstained, as you certainly have a right to do until you make up your minds. At this time, there being nothing more to the formal portion of this hearing, this hearing is concluded.

(Meeting concluded at 2145 hours, 15 August 1985.)

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Robert GaskinsADDRESS Box 102CITY/COUNTY Lakeland, GaTELEPHONE NO. 482-2398OCCUPATION Asst Plant Mgr

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

noDO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

- 61| 1. Height above ground level
- 62| 2. Name of Range
- 63| 3. Tip tank drop area - Safety factor
- 64| 4. How many days lost because Moody
couldn't get time on ^{other} ranges.
- 65| 5. Costs - Planes coming from elsewhere
will spend fuel getting here, while Moody
will save fuel - how does the balance
work out.

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Terry BennettADDRESS RT 53ACITY/COUNTY Naylor La SaundersTELEPHONE NO. 912-244-8589OCCUPATION Manager - Retail Store

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?Noise Levels & Property Values

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

66 | I am very concerned about the noise level and the property value of my land. I live within 2 miles of Grand Bay on Old State Road. Some of our land borders Grand Bay on the South Side.

67 | 1. Why not test Runts to see what the sound would be like?

68 | 2. Why is 24 mins of flight so bad?
3. Value

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME JACK B. SCOGGINS
 ADDRESS 116 Brookview Terrace
 CITY/COUNTY Valdosta Ga 31602
 TELEPHONE NO. 912 247 0794 OFF 247 0501
 OCCUPATION Retired USAF FLIGHT INSTRUCTOR
 DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
NO

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? ☒ YES ☐ NO (circle one)
 IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? Re-routing OF

AIRCRAFT Because of Range - Air Safety

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

- 69 | 1. Delay of civilian aircraft operations
- 70 | 2. Increase of traffic on West side of Moody.
- 71 | 3. IFR ~~into~~ of USAF aircraft into range will increase workload on ~~the~~ air controllers.
- 72 | 4. Question on traffic to Northeast taking many more miles.
- 73 | 5. Civilians taking off on 35 would take off into path of F-4's
- 74 | 6. 40 mins on end of runway is excessive
- 75 | 7. one additional controller would not be enough.
- 76 | 8. Cropdusters Can't get in

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME ROBERT M. ColeADDRESS 530 E. MAIN ST.CITY/COUNTY LAKELAND, GA.TELEPHONE NO. 482-2538OCCUPATION Pastor

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

NoDO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? ☒ YES ☐ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?People Impact

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

- 77 | 1. How to make up revenue lost
locally
- 78 | 2. Where is fuel dumped.
- 79 | 3. 10 minutes of hard work - so why
not fly to distant range
4.

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Jelton LaughertyADDRESS Rt. 7 Box 75CITY/COUNTY Vald. Co. Saunders (N.E. Corner)TELEPHONE NO. 244-0799OCCUPATION Fire fighter

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

NoDO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? ☒ YES ☐ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

80 |

1. Night Flying

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Wayne Pearson
 ADDRESS Rt 1, Box 53
 CITY/COUNTY Naylor, Ga. - Lowndes
 TELEPHONE NO. 242-8841
 OCCUPATION President - Outdoor Trail Prod. Co.
President - Pine Creek Camp
 DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
 IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? Other ranges,
test - Recreation

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

- 81 | I live right in the pull out area & I'm Very Concerned.
I feel this is too congested an area for such a
project. If this goes through my land & home will
depreciate so that its worth nothing to me or you. If
this project goes through, I'm afraid there will be a
lot of ill feelings. The Federal Government should
make amends to the people who are having
to suffer for this project. I hope everything
will be resolved & considered. I've never seen
a bombing range in this congested an area.
 82 | I would like to see a mission flown
for the people concerned.

Rodman, Lake George & Pinecastle - owned by whom.
Time in air.

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Dr William S. MoormanADDRESS Rt 4 Box 137 ACITY/COUNTY Valdosta Ga - LowndesTELEPHONE NO. 242-0051OCCUPATION Doctor

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

NoDO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? ☒ YES ☐ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

1) If you retired from the Air Force and were going to build your "dream home", would you want it to be close to the bombing range?

83

2) Isn't it very obvious that those of us who have built nice homes in this area (close to range) are going to suffer decreased values in homes & property?

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Tom AmesADDRESS P.O. Box 13CITY/COUNTY Lawrence, Kanier GATELEPHONE NO. 482 2816OCCUPATION Host Administrator

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES ☒ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

84 What is the real purpose of the meeting? To see how Kanier County citizens feel and respond accordingly or to satisfy the requirement that you have a public hearing and do as you please regardless of the feeling of the affected population

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Marilyn Bennett
 ADDRESS Rt. 1 Box 53A (Old State Rd.)
 CITY/COUNTY Naylor, GA 31641 Lowndes
 TELEPHONE NO. 912-244-8589
 OCCUPATION Housewife

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

No

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
 IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I am very concerned about this
 bombing range. I live very close
 to the range and directly in line
 with the flight plan. I am
 concerned with the noise and
 the fact that it might be very
 disturbing. Should I decide
 to sell my home and property,
 how will this bombing range and
 increased noise level affect the
 value of my property?

WEAPONS RANGE
PUBLIC MEETING REGISTRATION FORM

NAME Bill Brown
ADDRESS 2212 N Forrest St
CITY/COUNTY Valdosta Lowndes
TELEPHONE NO. (912) 244-4535
OCCUPATION Piano repairman
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
No

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

86

Will aircraft be required to "burn off"
excess fuel before using the range?

The name is gross. I like "Redden's Ridge".

Some people may be annoyed but, some of us
will drive 20 miles, rent a boat and spend
a day just watching.

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Ben I. Caplan
ADDRESS 319 Lakeshore Dr Lateland, Ga
CITY/COUNTY Lateland, Ga
TELEPHONE NO. 912 + 482-3131
OCCUPATION Farmer

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I live in Lateland, but own & operate
farm land (several thousand acres) under the
proposed Range traffic area. I believe very
strongly that this Range would seriously
& adversely affect the property & my ability
to make a living.

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Pearl C. Sibley
 ADDRESS 824 W Lee Ave
 CITY/COUNTY Lakeland Ga Lanier Co.
 TELEPHONE NO. 482-2058
 OCCUPATION Retired Nurse
 DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES NO (circle one)
 IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I have been in much worse

88

It can affect the hospital that is patients.
I have been in more danger in the air
my accident.

I am for the A.F.R. is now in and
want it to be here but am against
the place being changed to the town

2-65

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Everett L Jewell
ADDRESS 128 Peachtree St
CITY/COUNTY Lakeland, Lanier
TELEPHONE NO. 482 2366
OCCUPATION Retired
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
No

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES ☒ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

89 | In spite of all good intentions on the part of
the Air Force, I do not see how planes engaged
in bombing practice can avoid grave disturbance
over the city of Lakeland. Even as things
are now there are days when this is true.
How much more when bombing is in practice.
For this reason I oppose the project.
I do recognize, though, that the Air Force
must have an area to conduct such
practice, but I do hope this can be
accomplished without interfering with
the peace of the city.

Everett Jewell

WEAPONS RANGE
PUBLIC MEETING REGISTRATION FORM

NAME MRS. IRMA JEWELLADDRESS 128CITY/COUNTY LAKE LAND, LANIERTELEPHONE NO. 482-2366OCCUPATION College professor

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
 IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

90 As matters now stand, an occasional low-flying plane makes it necessary to cease conversation, TV viewing, etc. Almost certainly, when A.F. bombers circle around following practice, they will pass with frequency over the Lakeland residential area. Such noise, could decrease property value. Of more importance, even, is the fact that hospital patient will be disturbed, and the elderly in the nursing home may become stressed. And the schools? Lectures will be disrupted periodically. I could go on, but this should be sufficient to register my negative response to the plan being proposed. * 1500 ft. above homes, is not high enough to take care of the loud sound!

2-67

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME DONALD J. VAROS (OKEFENOKEE NWR)

ADDRESS RT-2 BOX 338

CITY/COUNTY FOLKSTON GA 31537

TELEPHONE NO. 496-7366

OCCUPATION ASSISTANT REFUGEE MANAGER (BANKS LAKE NWR, OKEFENOKEE NWR)

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

OKEFENOKEE/BANKS LAKE NATIONAL WILDLIFE REFUGES

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

91

I wish to be notified if
a tent flight is arranged.

WEAPONS RANGE

NAME

Bob Bayer

ADDRESS

Office of Senator Sam Nunn

CITY/COUNTY

Washington, D.C. 20320

TELEPHONE NO.

(202) 2.24-3521

OCCUPATION

Director, Defense Legislation

Office of Senator Sam Nunn

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

Overall impact of range:

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

5-1

EFFECT OF PROPOSAL ON GENERAL AVIATION

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Ben C. WetheringtonADDRESS Rt 4 Box 138CCITY/COUNTY Valdosta GA LowndesTELEPHONE NO. 242 0433OCCUPATION Farm - Forestry

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

NoDO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I Am Against the Range because
it will increase the Air Traffic
in a very congested area. I live
on Knight Academy Road in Lowndes
County. The noise level is almost
unbearable now. We don't need to
increase the amount of Traffic

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Phyllis AnneADDRESS W.C. Ray 13CITY/COUNTY Lakeland, GA — LawyerTELEPHONE NO. 482-2816OCCUPATION Homemaker

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

NoDO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I oppose this. There are enough desolate
areas that it seems unnecessary to have
flight patterns over residential areas.

1/12/74

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Pam Vickers
ADDRESS Rt. 4 Box 116A
CITY/COUNTY Vald. Lowndes
TELEPHONE NO. ⁹¹² 242-2838
OCCUPATION house wife

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

NO

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? ☒ YES ☐ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? Not to have it

out there since I live out there

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I have lived in the area for 15 yrs. I prefer
for it not to be there, since the planes are
loud enough & low enough. I hate to imagine how
the range will be.

YMS 4

2-76

WEAPONS RANGE
PUBLIC MEETING REGISTRATION FORM

NAME John Albert Nosworthy
ADDRESS 211 Dagwood Ave.
CITY/COUNTY LAKELAND/LANIER
TELEPHONE NO. 482-2001
OCCUPATION Administrator - LAKELAND VILLA CONVALESCENT CENTER
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
LAKELAND VILLA CONVALESCENT CENTER
DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE
PUBLIC MEETING REGISTRATION FORM

NAME Shirley Banks
ADDRESS 150 N. Banks St.
CITY/COUNTY Lakeland / Lanier
TELEPHONE NO. 912-482-3488
OCCUPATION Civil Service employee
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
no

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

We own land on Banks Lake within city limits
of Lakeland, so I'm interested from that standpoint.
I feel apprehensive about the possible dangers
and increased potential for accidents. On the other
hand, I realize the advantages of having the bomb
range so close to the base will result in tax
savings for me ultimately - or at least provide more
training for less money.

I dislike the name Weirsville - please name
it a more appropriate name, such as Banks Lake
Range, Lanier Range, Lowndes Range!

NAME EARL Boyett
ADDRESS Rt 1 Box 102
CITY/COUNTY LAkeland LANIER
TELEPHONE NO. 912-482-3649
OCCUPATION FARMER Real Estate Broker
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE

NAME THOMAS I CARTER
ADDRESS Rt #1 Box 53B
CITY/COUNTY NAYLOR, Ga
TELEPHONE NO. 242-3751
OCCUPATION _____

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

NAME Buddy Coleman
ADDRESS 2108 Westfield Dr.
CITY/COUNTY Valdosta Lowndes
TELEPHONE NO. 242-4043
OCCUPATION Consulting forester
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
No

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Lingie Daugherty
ADDRESS RT 7 Box 75
CITY/COUNTY Valdosta Ga 31602 Lowndes
TELEPHONE NO. 244-0799
OCCUPATION _____

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

No

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

No

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I live near the runways at Moody
and I prefer the range be located
elsewhere because of noise level.
I've lived there 25 yrs + my
husband 43 yrs. It is not a matter
of moving on when things get to
bad to endure. We own a small
farm and this is home.

NAME Dennis, Laura
ADDRESS Rt 1, Box 67 A
CITY/COUNTY Naylor, Ga - ~~GA~~
TELEPHONE NO. 482-2301
OCCUPATION R.N.

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME BEO MACK
ADDRESS 636 Jefferson Ave
CITY/COUNTY LAKELAND GA
TELEPHONE NO. 482-3863
OCCUPATION U S Civil Service

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Mrs. Eric Miller ^{Administrator} representing R. S. Pafford Estate
ADDRESS Lakeland, Fla 422 W. Brook
CITY/COUNTY Lanier
TELEPHONE NO. 482-3474
OCCUPATION Merchant and Farmer
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

My farm adjoins this area, and
of course it will be too close
to Lakeland and other ^{large} farms near there.
I hope it can be located elsewhere

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

ADDRESS

CITY/COUNTY

TELEPHONE NO.

OCCUPATION

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

PUBLIC MEETING REGISTRATION FORM

DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

NAME John J Nemeth
ADDRESS RT 1 Box 82A
CITY/COUNTY Nashua, N.H. Lanier
TELEPHONE NO. 912-482-2649
OCCUPATION Retired

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Bob Pearson
ADDRESS Rt 1, Box 53 - Old State Road
CITY/COUNTY Dyersville 31641 Iowa
TELEPHONE NO. 242-8841
OCCUPATION Gen Credit Corp. - Sec/Treas.
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
- No -

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

~~My~~ Our home is directly in the air traffic
area and I am very much against this.

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

NAME MIKAL KING-STORE
ADDRESS 115 PINE
CITY/COUNTY LAKELAND FLORIDA
TELEPHONE NO. 782 2611
OCCUPATION MINISTER

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

US 32

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Gary Speltz
ADDRESS Rt. 1
CITY/COUNTY Taylor Sta. Linn Co.
TELEPHONE NO. 482-2826
OCCUPATION Service Manager Johnson Corp.
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I am against having the Banting range
in I live within 2 miles of the range.
There are other areas that could be used for the
propose

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Karen Spell
ADDRESS Rt 1 Box 104
CITY/COUNTY Naylor, Ga 31141
TELEPHONE NO. 482-2806
OCCUPATION Bookkeeper -
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
N.C.
DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES ☒ NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I am against the bombing range being located at the proposed site. Other location are more suitable. There will be too much noise with possible crashes of airplanes or error in judgement dropping bombs or with strafing runs.

We live very close along with dozens of other families. I with our children growing up the whole community may possibly triple within 5 to 10 years.

Please use our money which we all pay to our government without grudge to purchase land farther away from our homes. Thank you

NAME C E Quaker
ADDRESS 412 E. Main St.
CITY/COUNTY Lamar Co. Lakeland Fla.
TELEPHONE NO. 482-3789
OCCUPATION Retired

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS?

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

WEAPONS RANGE

PUBLIC MEETING REGISTRATION FORM

NAME Charlie Watson
ADDRESS RT 1 Box 188
CITY/COUNTY LAKELAND GA, 31635
TELEPHONE NO. 912-482-2875
OCCUPATION Self Employed
DO YOU REPRESENT ANY ORGANIZATION? IF SO, NAME OF ORGANIZATION
NO

DO YOU WISH TO MAKE A PUBLIC STATEMENT THIS EVENING? YES/NO (circle one)
IF SO, WHAT SPECIFIC SUBJECT DO YOU WISH TO ADDRESS? _____

IF YOU PREFER, YOU MAY MAKE A WRITTEN STATEMENT BELOW:

I would like a transcript
of the meeting above
mailed to me ASAP

2-106

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3. AIR FORCE RESPONSES TO PUBLIC COMMENTS

3-2

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1. Wetlands mitigation. The Air Force plans to manage the range in cooperation with the Georgia Game and Fish Division (GGFD) to mitigate environmental losses. Although specific details of a wildlife management and mitigation plan have not yet been established, the Air Force and GGFD have had frequent communications concerning the range. Plans include improvement to habitat for wildlife to mitigate the impacts, including loss of wetlands and other habitat types.

The Air Force will also communicate frequently with the Department of the Interior and the managers of the Banks Lake National Wildlife Refuge to ensure that management of the range is as compatible as feasible with management and operation of the Refuge.

With regard to realignment of the range to reduce timber cutting, the Air Force has studied the distribution of forest types at the proposed site and believes that further realignment would not significantly reduce timber losses. The amount of proposed clearing had already been minimized, and the target area had been aligned to avoid wetlands.

2. Noise mitigation. The 347th Tactical Fighter Wing (347 TFW) would take measures to minimize the impact of noise on individuals that live under the proposed range patterns. Actions that are planned to minimize noise impact include the following:

- Night flying would occur only as required for exercises and semiannual training requirements (see Response 42).
- The pending (1987) conversion of the 347 TFW to F-16 aircraft would significantly reduce the noise level of the primary aircraft using the range. Use of the range by F-4 aircraft would be limited to Air National Guard units that would fly a limited number of sorties. Use by F-4s is expected to decline in the next 2 to 5 years as the National Guard units convert to F-16s or other aircraft.
- After range operations begin, based on operational experience, the Wing would modify range patterns to avoid particularly noise-sensitive areas, consistent with operational and safety constraints. The extent of pattern modification possible will depend on run-in heading restrictions caused by the range's proximity to Moody Air Force Base and by weapons descriptors (see Sect. 4.3.1).

In developing the range, the Air Force has incorporated the following measures:

- The Air Force has raised minimum altitudes as high as practical while maintaining a degree of realism in training scenarios.
- Training patterns have been established to affect the least number of people. Dispersing the training patterns would decrease the noise levels for some individuals, but, overall, it would increase the number of individuals exposed to day/night weighted average noise levels (DNLS) of 65 and over.

3. Environmental Impact Statement (EIS) understates impacts. The Air Force believes that the EIS presents a reasonable discussion of expected impacts on fish and wildlife resources (Sect. 4.5). The U.S. Fish and Wildlife Service (USFWS) comment does not mention which operations of the Banks Lake National Wildlife Refuge might be impacted by the proposed operation. The Air Force believes that construction and operation of the range would not interfere with USFWS management operations at the refuge, except possibly on the 480-acre parcel at the western edge of the weapons range. Establishment of the range would require that the Air Force and USFWS reach agreement regarding use restrictions, access, and other issues for the 480-acre parcel.

4. Management to minimize wildlife if bird strike hazard develops. The area within which wildlife management might be deemphasized would be the 450-acre target area. Environmental factors that have been identified as being bird attractants include edge effect, improper turf management, standing water, agricultural crops, vertebrate and invertebrate pests, and wildlife refuges (Long 1983). Management to minimize wildlife populations could involve elimination of brushy habitats along edges, elimination or modification of open-water areas, and planting and strict maintenance of grasses. The management activities pursued would depend on the type of bird strike hazard that occurs. Habitat management over the more than 13,000-acre Grand Bay and Banks Lake complex is not feasible and would not be attempted.

Source: Long, G. L. 1983. "CE's Role in the BASH (Bird/Aircraft Strike Hazard) Reduction," U.S. Air Force Engineering and Services Quarterly (Tyndall AFB), Winter, 20-22.

5. Hunting/fishing days lost. According to Tip Hon, of the Georgia Game and Fish Division, hunting and fishing activities on the Grand Bay Public Hunting Area would occur primarily on weekends if the range were permitted to operate. Current and estimated future days of activity are indicated in the table on p. 3-5.

6. Noise annoyance to Banks Lake National Wildlife Refuge. From September 1984 through January 1985, the number of visits to Banks Lake was 28,703; peak times were in April and May with 3,935 and 4,913 visits, respectively (Schroer 1985). The primary lake entry point is the public ramp on the Lakeland side of the lake. Most of the open water is on the northern part of the lake, and most fishing is expected to occur there. Similar information for other parts of the refuge is not available. A noise of 65 dB(A) DNL is taken as an average for the open water part of Banks Lake. On the basis of the discussions contained in Sect. 4.1.3, no hearing loss is expected to occur for visitors to Banks Lake. However, an estimated 15% of the visitors could be highly annoyed. The specific number of highly annoyed people cannot be estimated because the number of individuals represented by the 28,703 visits is unknown. Depending on the locations of fishing within the lake, persons sensitive to the noise may be able to use the northern portions of the lake during the week; in the northern locations, noise levels could approach DNLs of 55 to 60 dB(A). Other parts of the

Activity in the Grand Bay Public Hunting Area

	Current activities	Activities for the 1986/87 season if range is allowed to operate
Hunting, days open for public use		
Deer	21	16
Dove	6	6
Quail	96	26
Squirrel	106	28
Rabbit	96	26
Raccoon	56	26
Fox	56	26
Waterfowl	10	10
Fishing, number of visits	650 ^a	1000 ^b
Field trials, days		
Quail	6	6
Raccoon	4	4
Educational tours, days	2	3

^aFrom April through September, estimates are 20 visits/week; from October through March, estimates are 5 visits/week.

^bVisits by 1990; from Department of Natural Resources Five-Year Plan.

Source: Hon, Tip, Georgia Department of Natural Resources, Game and Fish Division, telephone communications with L. W. Rickert, Oak Ridge National Laboratory, Sept. 9, 1985.

refuge would be subjected to varying noise levels. The percent of people highly annoyed at any part of the refuge can be estimated by comparing the levels found in Fig. 4.1 with annoyance data in Table 4.3. On most weekends, range operations would cease and noise-sensitive persons can use any part of the refuge without disturbance.

Source: Schroer, J. 1985. Manager of the Okefenokee National Wildlife Refuge, Route 2, Box 338, Folkston, GA 31537, telephone communication to R. D. Roop, Oak Ridge National Laboratory, Oak Ridge, TN 37831, Sept. 26, 1985.

7. Alternate flight tracks. See Responses 2, 3, and 6.
8. Management and name of Banks Lake National Wildlife Refuge. A correction to the Draft Environmental Impact Statement (Sect. 2.1.1, p. 5) is noted in Sect. 4 of this document.
9. Access restriction and hunting management plan. The Air Force anticipates that the total number of days of hunting and fishing allowed on the range will be as specified in Response 5. Details of the proposed restrictions and of management plans for fish and wildlife have not yet been established any further than as presented in the Draft Environmental Impact Statement, Sect. 2.1.5.
10. Wetlands, clear cutting, and increased human presence. The Air Force agrees that some wildlife species could be adversely affected by the clearing operations. The Air Force also believes, however, that other wildlife species could benefit from the proposed action, as discussed in the Draft Environmental Impact Statement (DEIS), Sect. 4.5. Effects of the proposed project due to the presence of personnel during range operation, however, would be minimal because of the low number of persons (approximately six people, EIS, Sect. 2.1.5) needed to man the facilities. The deer population may benefit if reduced poaching results from the restricted access. The U.S. Fish and Wildlife Service comment on the significance of the wetlands loss is noted. See Response 1.
11. Banks Lake National Wildlife Refuge name and management. A correction to the Draft Environmental Impact Statement (Sect. 3.5.1, p. 29) is noted in Sect. 4 of this document.
12. Noise annoyance to National Wildlife Refuge visitors. See Response 6.
13. Negative management to reduce bird strike hazard. See Response 4.
14. Conflict of Air Force and Department of Interior use. Management of habitat at airfields is sometimes necessary to reduce wildlife populations and to minimize hazards to aircraft. The funding of such wildlife minimization, however, does not make it inappropriate to fund habitat improvement in other areas. See Response 4.

15. Air Force definition of "significant". Determining the significance of an environmental impact requires a subjective evaluation of that impact in relation to the environmental conditions where the impact would occur.

16. Conflict of Air Force and Department of Interior use. The Air Force believes that the Draft Environmental Impact Statement contains an appropriately balanced treatment of the negative and positive effects that would result from the proposed project.

17. Air Force slow in providing information on operations. No deliberate attempt was made to withhold information from the public concerning occasional night use of the range or the flying training to be accomplished on each sortie prior to use of the range. This information is included in Sect. 2.1.4 of the Draft Environmental Impact Statement.

18. Fuel savings. Fuel savings would be realized by the 347th Tactical Fighter Wing because fuel normally used to cruise at high level to Eglin, etc., can now be used to accomplish other required training (e.g., low-level navigation, which would require additional missions to accomplish without the proposed range). This training cannot be accomplished en route to Eglin because F-4/F-16 fuel capacity and the distance involved will not allow both low-level training and accomplishment of an adequate number of gunnery/bomb passes. The net effect would be that the Wing's current training requirements can be met with fewer flying hours.

19. Size of Winnersville vs Echols County alternative. Safety requirements for range operation dictate that the "weapons descriptor" be located on federally owned land (see Sect. 4.3). In the case of the proposed 5900-acre Winnersville tract, the Air Force owns or controls 5160 additional acres that constitute Moody Air Force Base. This combination of properties allows a range layout with the weapons descriptor entirely within federal boundaries. The 3500-acre Banks Lake National Wildlife Refuge is not part of the weapons range, except for a small 480-acre block (see Fig. 2.2). With regard to the Echols County alternative, the Draft Environmental Impact Statement states that a 6-by 4.3-mile area (16,500 acres) would be needed; this indicates the typical size of a stand-alone range, considering the training activities that would be conducted. However, the reasons for rejecting the Echols County alternative are primarily airspace conflicts, not the quantity of land. See Sect. 2.2.2 of the DEIS.

20. Demonstration of operations. A demonstration of range operations was conducted on Oct. 16, 1985. Four F-4s and three F-16s flew ground tracks, altitudes, and airspeeds typical of those that would be used to accomplish anticipated training events. Moody notified local and regional media and directly contacted those persons whom it knew desired a demonstration.

21. Impact on property values. Noise is only one of a large number of factors that can affect real estate values. Local supply and demand for

housing are of primary importance. Other factors influencing market value are dwelling unit characteristics, location (accessibility to employment, services, amenities, etc.), and neighborhood characteristics (Taylor 1982). Studies of real estate values in the vicinity of major airports found decreases in residential housing market values related to the decibel level (Nelson 1978).

On the basis of studies of operating Military Operations Areas (MOAs), the Air Force has reason to believe that operation of the Winnersville Range would not significantly affect the value of real property in Lanier County (Team Four, Inc. 1980). These studies examined the assessed valuation of property and the development of real estate in areas below the MOAs. There was no indication of a deterrence to real estate development.

Ultimately, real estate prices, among other things, would depend on the seller's willingness to accept a purchase price for his property that the buyer feels will compensate him for a perceived noise impact. Appreciation of property values may also occur more slowly than in the absence of a noise impact.

Nelson, J. P. 1978. Aircraft Noise and the Market for Residential Housing: Empirical Results for Seven Selected Airports. DOT/RSPA/DPF/50-78/24. Washington, D.C., U.S. Department of Transportation.

Taylor, S. M., Breston, B. E., and Hall, F. L. 1982. "The Effect of Road Traffic Noise of House Prices," J. Sound Vibration, 80 (40), 523-41.

Team Four, Inc. 1980. Economic Impact Study: Valentine and Morenci Military Operations Areas, Final Report, prepared for HQ TAC/DEEV, U.S. Air Force.

22. Increased noise from increased Moody operations. As noted in Sect. 2.1.4 of the Draft Environmental Impact Statement, Moody currently runs about 17,300 sorties per year and expects to run the same number if the range is established. Thus, operation of the Winnersville Range would not result in an increased number of takeoffs and landings at Moody. Noise resulting from Moody operations is considered in the 1981 Air Installation Compatible Use Zone study, which outlines current flight patterns for Moody, defines noise contours, and recommends noise attenuation to be accomplished within these contours. Copies of the study were delivered to the local planning board, and copies were placed in local libraries. Information regarding airfield noise is available for reference prior to construction of buildings for any use. In fact, most of the subdivisions on Knights Academy Road are west of existing flight patterns.

Figures 4.1 through 4.3 indicate that conversion to F-16s at Moody will result in about a 5-dB day/night weighted average reduction in noise for residents along Knights Academy Road.

23. Increased noise, not contacted during survey. As noted in Sect. 4.1.2 of the Draft Environmental Impact Statement, Moody personnel counted the households and individuals that would be affected by noise from weapons range operations. This survey included only homes within projected noise contours for the proposed range. The Moody personnel left informational slips with each of the households visited. Residents along Knights Academy Road would not be within the noise contours for range operation. No attempt was made to survey households outside the noise footprint for the range.

24. Increased noise level. Establishment of the Winnersville Range would not increase traffic or noise near Moody's runways (see Response 22). Comparison of data presented in Figs. 3.1 and 4.1 indicates that little if any change in the noise level in the Knights Academy Road-Highway 221 area would occur as a result of operating the proposed range. Quality of life and property values are discussed in Responses 32 and 21, respectively.

25. Accident probability. As indicated in Response 22, Moody traffic would not increase. Establishment of the weapons range would be expected to cause essentially no change in the accident probability in areas north and south of Moody's runways.

26. Duration of sorties--sufficient time to go to other ranges. See Response 18. Pilots are no longer required to fly a specific amount of time each training period. However, a specific number of training sorties (flights) and training events must be completed within each training cycle. Most training events (e.g., low-level navigation, intercepts) cannot be accomplished during high-altitude cruise to a distant range such as Eglin. With the proposed range, many training events could be accomplished before and after the gunnery mission.

27. Property values. See Response 21.

28. Noise effects in Lakeland. Noise in the Lakeland area caused by current operations at Moody is a result of an established instrument flight pattern, which sends planes to the east after takeoff. Aircraft are instructed to be no lower than 1500 ft above ground level over Lakeland. During operation of the proposed range, Moody would use the west traffic pattern, decreasing the number of Lakeland flyovers. Lakeland is outside the proposed range's boundaries, and entry and exit points are designed so that Lakeland would not experience ingoing or outgoing air traffic. Hence, it is possible that Lakeland would experience less aircraft noise during operation of the proposed range.

Within Lakeland, the hospital, convalescent center, and schools are far enough from the proposed practice range that its operation should not noticeably affect the ambient noise level. In Lanier County, four churches were identified as being in the 65-dB day/night weighted average area for the worst case (Fig. 1). These churches may experience minor disruptions if services are being held during range operations, especially during outside gatherings (where speech intelligibility would

be lowered during flybys). Range operation during weekends would be infrequent, especially on Sundays.

29. Property values. See Response 21.

30. Effects on growth in the area. The Air Force does not believe that construction and operation of the range would limit growth and economic development in either Lakeland or Lanier County. All indicators over the past several years, including development in the vicinity of Moody Air Force Base, are positive signs that growth would not be inhibited. See Response 21.

31. Jeopardy to savings and investments of county residents. See Responses 30 and 21.

32. Quality of life. The Air Force agrees that noise levels caused by range operation may cause some exposed individuals to perceive a decrease in their quality of life. However, "quality of life" is a very subjective matter that is difficult to address in a quantitative manner. The Draft Environmental Impact Statement has considered the annoyance expected to result from range operations (Sect. 4.1.3.2) because this aspect of quality of life can be statistically predicted on the basis of past studies.

With regard to farm operations, some of the largest farms in the area lie in the range between 65 and 70 dB day/night weighted average (DNL) in the all-F-4 case. However, aircraft noise at this level is not expected to impair farm operations significantly. Many types of farm machinery expose workers to noise levels greater than 70 dB DNL. Depending on whether or not farm workers are also operating machinery when working out of doors in the higher-noise areas, noise from the range may or may not be a disturbing influence.

33. Map inaccuracy. Figure 3.4 is not intended to show the exact location of housing in the vicinity of the proposed range. As the legend indicates, each square indicates the presence of about five residents in that vicinity.

34. Map (Fig. 3.1) is wrong; aircraft over Lakeland cause 65-dB day/night weighted average (DNL). Figure 3.1 on page 24 of the Draft Environmental Impact Statement was taken from the current Moody Air Force Base Air Installation Compatible Use Zone brochure that was released to the public in July 1981. Moody aircraft do not overfly the city of Lakeland below 1500 ft above ground level (AGL), according to local directives. See Response 28. The commentor confuses single-event noise with cumulative noise metrics (DNL). For example, an F-4 flying at 1500 ft AGL in the Moody military operations area would give a single-event (instantaneous-noise) level of about 100 dB; about 30 passes per day at this altitude would be needed to produce a 65-dB DNL contour. This level of activity over Lakeland is highly unlikely.

35. Moody traffic pattern would flip when the range is used. The west traffic pattern and runway are currently used at the discretion of the control tower. As indicated by the symmetry of the noise footprint in Fig. 3.1, flipping the pattern to the west will not materially change the existing noise environments. No increase in noise levels should be experienced in the city of Valdosta.

36. Type of aircraft at Moody in the future is unknown. The Draft Environmental Impact Statement analyzed the current and programmed aircraft assignment for Moody Air Force Base. Any changes to this program would necessitate additional environmental analysis.

37. Environmental Impact Statement overlooks air pollutant effects. The effects of flight operations over the proposed range are discussed in Sect. 4.4. All air quality standards--set to protect human health, livestock, and crops--will be met when the range is operated as proposed.

38. Alternatives--only looked at Echols County and size of range. See Response 19. The commenter confuses the weapons descriptor (Fig. 4.4) with the noise contours (Figs. 4.1 through 4.3).

39. Accidents/dropped objects. The statistic regarding the frequency of dropped objects is based on actual Air Force records for operations at weapons ranges. Dropped-object events are categorized according to the part of the flight path in which they occur, that is, during the approach leg, the pull-out/recovery leg, or the fly around. Dropped objects do occur more often than once in 80 years during the approach leg and the pull-out/recovery leg. However, as noted in Sect. 4.3, these legs occur over government-owned property. Portions of the Winnersville Range flight paths that cross private property are projected to have the very low frequency of dropped objects cited in the Draft Environmental Impact Statement.

Moody maintains complete records on all dropped objects from Moody aircraft, and recent statistics are cited in Table 3.2. Readers should distinguish, however, between the overall rate for dropped objects and the dropped object rate due to range operations. The transfer of range operations from distant ranges to the Winnersville Range would expose residents to only a very small increase in risk from dropped objects.

The accident rates and dropped object rates for Moody's pre-1975 mission (pilot training) were higher than those for its current mission (tactical fighter wing).

40. More accurate estimates of noise impacts. The Air Force agrees that a realistic picture of future noise impacts is as important as a worst-case analysis; however, better estimates of F-4 use than that described in the Draft Environmental Impact Statement are not available. Further estimation would lead to speculative noise contours that would have less value than that provided in the Draft Environmental Impact Statement. The first paragraph on page 46 states that the noise levels

expected near the range after 1986 would be intermediate between the F-4/F-16 combination and the all-F-4 case.

41. Aircraft altitude in the area. The Air Force estimates that about 80% of aircraft flying over civilian areas would be at 2000 ft above ground level (AGL) or above. Low-level flying would be limited to the tactical "pop-up" pattern described in Sect. 2.1.4. Aircraft flying this pattern would normally fly the pattern at 2500 ft AGL, then descend to 500 ft AGL for a short time (1-2 sec). Aircraft would then "pop up" and turn to the southerly attack heading. The 500-ft portion of the pattern is located in a very sparsely populated area.

42. Quiet hour/hours of operation. Range operations would normally occur on weekdays during daylight hours. The only operations outside these hours would be exercises and a limited number of night-range missions required for semiannual aircrew training. Night operations to support these requirements would be approximately 15 days in each six-month period with no flying anticipated after 11:00 p.m.

43. Hunting/fishing plan needed. See Responses 9 and 5.

44. Recognize and mitigate impacts; consider alternatives. The Draft Environmental Impact Statement identifies the adverse effects to individuals that would accompany range operation: annoyance to residents, outdoor workers, and recreational users of Banks Lake; changes in accessibility for hunters; small increases in the risks of accidents and dropped objects; and inconvenience caused by the closing of Shiner Pond Road.

Mitigation measures are discussed in Sect. 4.9 and Response 2. The following additional impact-reducing measures were also incorporated into planning and design for the range: the target area was sited and flight paths were selected to minimize risk to public; the clear-cut area was modified to reduce impacts to wetlands and archeological resources; the range would be used at less than total potential capacity to reduce noise impacts; call boxes would be placed at gates to reduce inconvenience to users of Shiner Pond Road.

With regard to alternatives, see Sect. 2.2.

45. Banks Lake is part of the Okefenokee National Wildlife Refuge (NWR). The Banks Lake NWR is not a part of the Okefenokee NWR (see Comment 8). A large part of the Okefenokee NWR has wilderness status, while the Banks Lake NWR does not. The land that would comprise the Weapons Range is currently under the jurisdiction of the U.S. Forest Service (USFS); the land occupied by the Banks Lake NWR is under the jurisdiction of the U.S. Department of the Interior (DOI), as discussed in the Draft Environmental Impact Statement (DEIS), Sect. 2.1.1. The USFS land, which does not overlap with the Banks Lake NWR, would be transferred to the Air Force as part of the proposed action. For the 480-acre parcel of Banks Lake NWR on the west side of the proposed range, the Air Force proposes to develop a Memorandum of Agreement with

the DOI to ensure compatability with operation of the range (EIS, Sect. 2.1.1). No clearing of vegetation or construction of facilities is proposed to take place on DOI lands.

46. Continued timber management. Timber management is part of an integrated wildlife/forestry management plan. The level of undergrowth has significant impacts on the types of habitat created. In the south, current forestry- and wildlife-management practices use controlled burning as a management practice for habitat manipulation and removal of forest trash species. Timber management allows harvesting of merchantable timber, and a percentage of the revenue from timber sales on the Winnersville Range would be returned to Lowndes and Lanier Counties. Management also allows continuous harvest of consumptive wildlife and provides habitat for nonconsumptive species.

47. Demonstration of range operation. See Response 20.

48. Clarification of airspace proposal approval process. Proposals for restricted airspace are processed in accordance with Federal Aviation Administration (FAA) Regulation 7400.2C. A public meeting may or may not be held based on comments received during the review period.

49. Dropped objects/accidents. See Response 39.

50. Size of Winnersville vs Echols County alternative. See Response 19.

51. Comparison of aircraft to kitchen noise levels. The comparison of kitchen noise and aircraft noise is a generalization to contrast the differences between single-event and cumulative noise measures. The example is illustrative and can be expanded to other typically loud devices in a home such as vacuum cleaners, stereos, lawn mowers, blenders, etc. While the individual device may be loud during use, the duration of use in a 24-h day determines the amount of total noise energy. If the noise energy from all intermittent uses during the day is averaged over a 24-h day, the resultant value is the average cumulative total for that time period.

52. Visual flight rules (VFR) training not realistic; conflict between Moody and range under instrument flight rules condition. To ensure flight safety, the Winnersville Range would be used only under VFR conditions. Such conditions may or may not simulate the conditions under which actual combat would occur. However, the Air Force is confident that training received on the range would be beneficial to pilots in maintaining their proficiency.

53. Loss of revenue. The 6763 acres of U.S. Forest Service land in Lanier County declared surplus by the U.S. Department of Agriculture pursuant to Executive Order 12348 was "entitlement land," which is not subject to local taxation. Public law 94-565 (31 USC 6902), however, provides that annual payment in lieu of taxes be made to local governments (counties) for such lands. The U.S. Department of the Interior

(DOI), Bureau of Land Management (BLM) has made such payments at the rate of \$0.75/acre. If the 6763 acres in Lanier County should be transferred to the Air Force or any other non-DOI entity, this payment would cease, because the land would no longer be entitlement land managed by the BLM. The maximum amount payable to Lanier County (\$5072) has been prorated in recent years because of Federal funding limitations. A payment of \$4860 was made in 1984. As stated during the public hearing, the Air Force is not in a position to advise Lanier County on how to make up the loss in revenue.

On the other hand, the 3500 acres transferred by the Nature Conservancy to the DOI for the Banks Lake National Wildlife Refuge may become entitlement land.

54. Not told about night flying. See Response 17.

55. Conflict of Air Force and Department of the Interior use. See Response 6.

56. Bird strike impacts on birds. If large numbers of blackbirds or other birds become a hazard to aircraft, it is possible that some form of control would be needed. This could involve habitat management and the destruction of blackbirds at the 450-acre target area (see Response 4). Modification of habitats in the extensive wetland areas outside the target area and destruction of birds other than blackbirds would not be attempted. Minimizing wildlife numbers on the target area, which makes up a small fraction of the more than 13,000-acre Grand Bay/Banks Lake complex, would have little effect on the numbers of birds using habitats surrounding the target area.

57. Flight time and fuel used before going to range. The estimated average flight time before range utilization is 30 min. This time would be used to conduct training events not currently possible during high-altitude cruises to ranges like Eglin. See Response 18.

58. Bird strikes, negative management. See Responses 4 and 56.

59. Bird strikes. Most bird/aircraft strikes occur below 500 ft above ground level. The two species mentioned, wood ducks and geese, will fly at higher altitudes during migration, but their normal flight patterns back and forth to feeding grounds will be at low altitudes. Wood ducks are usually very secretive birds that fly in short bursts close to hiding habitat. Moody believes that wood ducks pose minimal bird strike hazard; currently, 50 nesting boxes are being constructed for their use. As indicated in Sect. 4.3.2, the Air Force believes that the risk of jet crashes due to bird strikes would be minimal and that the hazard would be largely confined to federal land.

60. Impact on land values. See Response 21.

61. Aircraft altitude in the area. See Sect. 2.1.4 of the Draft Environmental Impact Statement and Response 41.

62. Name of range. As indicated in the Public Hearing (see Transcript, p. 2-21 of the statement), the Air Force is open to suggestions for alternate names for the range.

63. Dropped objects. See Response 39.

64. Days lost because pilots cannot go to other normally used range. About half of the range time requested at Eglin is not available because of higher-priority missions. This forces Moody aircraft to use less-desirable ranges where fewer training events can be accomplished. For approximately 5% of Moody's missions that require ranges, no range is available and alternate missions (e.g., air-to-air intercepts) must be flown.

65. Fuel savings. Other aircraft using the range would have to travel as far, if not farther, to use ranges other than the proposed Winnersville Range. Fuel use by other units should not be significantly different than under current operations.

66. Property values. See Response 21.

67. Demonstration flight. See Response 20.

68. Moody should use other ranges; one is only 24 min away. See Responses 18 and 26. Unlike an automobile, 24 min is a long time in a fighter aircraft, almost half the normal mission length. The 24 min of high-altitude cruise time to other ranges (i.e., Eglin) results in significant lost training opportunity.

69. Air traffic delays. Between July and September 1985 Valdosta Approach Control records indicate that only one civilian aircraft has been delayed. This delay was not due to Moody operations (see Response 74). When the range is operational, no delays are anticipated. Also, the Valdosta Control Tower should be operational by then, and this will speed up departures even more.

70. Traffic on the west side of Moody when range is used. Traffic patterns for Moody would be moved to the west side of Moody, necessitating climbout restrictions for aircraft departing Valdosta and proceeding north or northeast on Runway 35. However, the new low-altitude airways, which will become effective in January 1986, will alleviate many of the requirements to restrict climbouts if flights are on adjoining airways. Valdosta Approach Control will have to separate Moody traffic from en route flights.

71. Instrument flight rules traffic would increase controller workload. Workload is expected to increase but to remain well within the facility's capability to handle the traffic. Although the additional traffic may increase Valdosta Approach Control's standing or rating in comparison to other air traffic control facilities, the Approach Control is already designated as a Level III radar approach control and is staffed accordingly. The facility is currently geared for peak traffic

operations, but peak traffic is seldom realized. Valdosta Approach Control is already sectorized to handle military and civil flights with minimum inconvenience to each.

72. Draft Environmental Impact Statement (DEIS) underestimates detour caused by restricted airspace. The Air Force believes that the EIS is accurate in its calculation of the detour. Traffic proceeding northwest toward Waycross from Valdosta would require a small detour when the Winnersville Range is active.

73. Moody/Valdosta conflict. The 347th Tactical Fighter Wing Commander directed a review of Moody's aircraft surge launch and recovery procedures to allow more procedural separation from Valdosta Airport. This was accomplished in May 1985, and these revisions also included revisions of airspace and procedures to allow airspace to Valdosta. With Runway 36 in use at Moody, a departure off Runway 35 at Valdosta Municipal Airport would pass slightly more than 5 miles west of Moody (i.e., within a mile of oncoming traffic in Moody's landing pattern) if the Valdosta Runway 35 departure climbs straight out. This requires an initial 2000-ft climb restriction on the Valdosta departure to ensure separation from Moody arrival traffic (restricted to 3000 ft). The Valdosta departure cannot turn north or east because of the Moody airport traffic area (5-mile radius, 2999 ft and below). Additional safety could be achieved by controllers holding the arrival downwind pattern at 5 miles. This would decrease the time the 2000-ft departure restriction had to be applied. (NOTE: The controller handling the Valdosta departure and the controller handling Moody arrivals must coordinate these operations before the departure is released.)

74. 40-min delays are excessive. Records show only one excessive delay. (17 Jul 85, N9938F proposed off VLD at 1230Z for Fort Pierce, FL, departed at 1315Z.) Analysis of tapes revealed the following:

a. Factors.

(1) Weather was at instrument flight rules (IFR) minimums at Valdosta Municipal Airport.

(2) Aircraft involved were N9938F (dept); N6613Y (inbound), and FAE1316 (inbound) all at Valdosta.

(3) No Moody traffic was involved.

b. Summary.

1225:46 - Approach cleared Aztc 6613Y for ILS approach to VLD Runway 35.

1227:26 - N67613Y reports turning onto localizer.

1227:56 - Approach relays inbound to VLD FSS on FAE1316 and advised he would be #2 to land.

1228:12 - Approach switched N6613Y to FSS and advised a Merlin (FAE1316) would be following him.

1231:17 - Approach asked VLD FSS if N6613Y had made a box pattern.

1231:38 - VLD FSS advised they had not talked to N6613Y. FSS requested clearance (ATC clearance) for N9938F.

NOTE: AT 1231:11, approach advised FAE1316 they had lost track on N6613Y 4 miles south of the airport. Approach must have a confirmed "down time" on N6613Y before they can clear another operation at VLD.

1232:00 - Approach again asks VLD FSS if they talked to N6613Y. VLD FSS replied negative, approach directed FAE1316 to holding at 3000 feet.

1232:35 - FAE1316 advises approach that N66133Y's is clear of the runway.

1232:38 - Approach advises FAE1316 that N6613Y's code just popped up 11 miles south of VLD airport.

1234:57 - FSS reported N6613Y on missed approach, N9938F ready to go.

1235:17 - N6613Y back on approach frequency (with radar contact).

1240:06 - FAE1316 cleared for approach and lands at 1244:51. FSS reports N9938F still ready to go.

1240:44 - N66133Y again cleared for ILS approach.

1248:44 - N6613Y given vectors, pilot thought VOR malfunctioning. Given heading 180.

1250:07 - VLD FSS advised of breakout of N6613Y, they request clearance for N9938F off runway 17 (N6613Y set up for runway 35).

c. Discussion.

Delays to N9938F departure were with Valdosta traffic only. Weather precluded visual flight rules takeoff, a delay occurred in obtaining N9938F's ATC clearance, and problems were encountered in determining the status of N6613Y.

75. One additional controller is not enough. Moody has already added an additional control position (manned by a controller and an assistant) responsible for military operations area (MOA) 1 operations. This position takes workload off the east control sector to allow the east controller more time to handle departures and arrivals and MOA 2 operations. The configuration is as follows:

a. West Sector: one approach controller and one assistant approach controller work the sector, which handles departures, arrivals, and

overflights 6000 ft above mean sea level and below for airports other than Moody Air Force Base (AFB) and Homerville.

b. East Sector: one approach controller and one assistant approach controller work this sector to control airspace 7000 ft and above, plus 6000 ft and below from Moody 350R clockwise to 185R. The sector handles Moody AFB, Homerville Airport, and MOA 2 and would handle Winnersville Range.

c. Arrival Control: one approach controller and one stage coordinator and/or assistant controller handle Moody arrivals.

d. Area Monitor: one approach controller handles operations in MOA 1 plus special operations.

e. Flow Coordinator: A fully rated experienced controller supervises and coordinates operations between these sectors.

76. Crop dusters cannot get in. See Sect. 4.2 of the Draft Environmental Impact Statement.

77. Revenue loss. See Response 53.

78. Fuel dumping location questioned. Fuel dumping is avoided to the maximum extent possible. Normally, only aircraft experiencing difficulties that require early landing will dump fuel. When fuel dumping is required, it is dumped over sparsely populated areas and, if possible, above 5000 ft above ground level (AGL). Dumped fuel evaporates rapidly and rarely reaches the ground. Any aircraft dumping below 5000 ft AGL would be experiencing a serious emergency that would not allow time to climb above 5000 ft AGL to dump.

79. Range is too close to go directly there. See Responses 18, 26, and 57.

80. Night flying. See Response 42.

81. Property values. See Response 21.

82. Demonstration flight. See Response 20.

83. Property values. See Response 21.

84. Purpose of meeting. The Council of Environmental Quality regulations (40 CFR 1500-1508) do not require the Air Force to hold a public hearing. The public hearing was conducted to provide maximum opportunity for public input to Air Force decision making. Establishment of the Winnersville Range is not a foregone conclusion; the final decision rests with the Secretary of the Air Force, whose decision will be based on review of the FEIS which includes public comments.

85. Property values. See Response 21.

- 86. Burn off excess fuel before using range. See Responses 18, 26, and 57.
- 87. Property values. See Response 21.
- 88. Impact on hospital and patients. See Response 28.
- 89. Annoyance level in Lakeland. See Response 28.
- 90. Property values; hospitalized elderly affected. See Responses 21 and 28.
- 91. Demonstration flight. See Response 20.

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4. CORRECTIONS TO THE DEIS

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4. CORRECTIONS TO THE DEIS

p. 5, Sect. 2.1.1, 1st par., last line: Should read "to be managed by the U.S. Fish and Wildlife Service as the Banks Lake National Wildlife Refuge."

p. 25, 1st word: Word misspelled, should be "commercial."

p. 27, Sect. 3.5.1, 5th line: "2 sq. miles" should be "4 sq. miles."

p. 29, 1st par., last line: Should read "Both parcels now comprise the Banks Lake National Wildlife Refuge."

p. 56, Sect. 4.1.3.4, 1st line: Should read "Potential adverse effects of noise on domestic animals from the proposed...."

p. 58, 2nd par., 5th line: Should read "Before the weapons range becomes operational, an additional controller position would be added to the staff...."

p. 74, 2nd reference from bottom: Title should read "Information on Levels of Environmental Noise Requisite to Protect Public Health...."

p. 77, 6th reference: First word of title misspelled, should be "Environmental."

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5. LIST OF PREPARERS

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SUPPLEMENTARY

INFORMATION

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REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
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13. ABSTRACT (Maximum 200 words) This statement assesses the environmental impacts expected to result from construction and operation of the proposed Winnersville Range (an air-to-surface weapons range). The no-action alternative of not proceeding with establishment of the range is also considered. Salient impacts of range development would result from clearing vegetation on the 450-acre target area near the center of the Grand Bay/Banks Lake wetlands complex. The principal impacts of operation would result from increased noise levels in the vicinity of the 5900-acre range. The state has determined that the proposal is consistent with state plans and programs. The Department of the Interior opposed use of the range due to noise impacts on Banks Lake National Wildlife Refuge and asked for Air Force coordination with them. Such coordination will occur before any decisions are made. The Air Force does not believe that there are any overriding environmental factors are evident that would render the proposed action unacceptable.				
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